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American Railroad Journal.

New York, Saturday, June 1, 1872.

Lynchburg and Danville Railroad.

At the recent meeting of the Lynchburg and Danville directors the financial condition of the company and the progress of construction were reported to be satisfactory. A contract for laying the track was let. A conference was held regarding the proposed consolidation with the Orange, Alexandria and Manassas Railroad Company, which was recently authorized by the Virginia Legislature. Nineteen car loads of iron for the road were taken to Lynchburg on the 23d ultmo by way of the Orange road, and one hundred and sixty car loads are still in Alexandria, awaiting transportation. This will complete the track for the distance of twenty six miles.

☞ It is stated that work will soon be commenced on the West Point tunnel on the West Shore Railroad. The tunnel will be completed within two years, when it is expected the road will be opened as far north as Newburgh.

☞ The Governor has signed the bill for a bridge across the Hudson at Poughkeepsie. The structure is to be 130 feet above high water mark, and is to have five spans of 500 feet each.

A STANDARD SECURITY.

We are offering the Northern Pacific 7-30 Gold Bonds at Par and accrued interest in currency They are issued in denominations from $100 to $1,000 Coupon, and $100 to $10,000 Registered, and are at all times interchangeable, at the pleasure of the holder, without charge.

They are secured by a First and Only Mortgage on the Road, its Equipments, Earnings, and Franchises, and also on a Land Grant which, on the completion of the Road, will exceed 23,000 acres to each mile of track, or 500 Acres of Land to secure each $1,000 bond.

These Bonds are at all times receivable by the Trustees, at Ten Per Cent. Premium, in payment for any lands purchased from the Company.

The Lands are now on the Market, and the proceeds of sale constitute a SINKING FUND for the REDEMPTION OF THE BONDS.

Holders of United States 5-20 Bonds can now convert them into

Northern Pacific 7-30's,

Realizing an immediate handsome profit, and an increase of about one-third on their annual income.

The semi-annual Interest on the Registered Bonds is paid with GOLD CHECKS, sent to the Post Office address of the holder.

With the same entire confidence with which we recommended the Government Loans to Capitalists and people, we now, after the fullest investigation, recommend these Northern Pacific Railroad Bonds to our friends and the general public.

All marketable securities received in exchange, without expense to the investor, at their highest current value.

JAY COOKE & CO.
New York, Philadelphia & Washington.
FOR SALE BY BANKS AND BANKERS GENERALLY THROUGHOUT THE UNITED STATES AND CANADA.

Intrinsic Value of Shares in Leading Railroads.

One of the facts most clearly obvious to men who have studied the railroad system of the United States, its history and progress, and the actual condition which has been reached by most of these works, is that their substantial value as means of investment has become fully established, and yet is not well appreciated by the general public. With a security, a doubt, or even a suspicion of doubt, is depreciation. The direct losses to the great body of small investors in railroad shares previous to 1865, although counterbalanced to a large extent by the indirect benefit which was derived therefrom, have not been forgotten. But it should be remembered, with reference to those losses, that in all great public enterprises a similar experience has been incurred. The infancy of our railroads has been not unlike the infancy of other things; various difficulties peculiar to the situation assailed them, with about the usual result. Latterly, troubles in single instances have been given great prominence with a corresponding effect upon the public mind as regards the general management of our railroads. In the face of such examples as the Camden and Amboy Railroad, many of the railroads of New England, and the Chicago and Rock Island Railroad at the West, the impression had gotten abroad, that there has been some chronic disorder in the management of our railroads, and that it were hopeless to expect from them certain returns to the shareholders; the managers and the bondholders absorbing in commissions and interest all surplus over the running expenses.

But that many railroads have been through all the difficulties to which we have alluded, and have reached a foundation of substantial prosperity, ought to prompt in their behalf the perfect confidence of capitalists. The experience of Com. Vanderbilt with the Harlem Railroad, then with the Hudson River road, and then with the New York Central, was of the most convincing character. The two first named of these roads had paid no dividends, and their shares were much depreciated; Com. Vanderbilt soon proved their substantial value; and he did so when the cost of operating them was fully a hundred per cent, more than when they paid no dividends.

The enormous appreciation of the value of the property of the New York Central road, is another tribute to Commodore Vanderbilt's genius and integrity. The Harlem Railroad has paid dividends of eight per cent. per annum during the last five years. The Hudson River road has been consolidated with the New York Central; their net earnings last year were $8,260,817, upon 842 miles of road, and the aggregate debt is only about fifteen millions of dollars. Among other roads which have secured substantial and continued prosperity, is the Baltimore and Ohio, whose earnings per mile are nearly as great as the New York Central and Hudson River road. The Boston and Albany Railroad is another which may be favorably mentioned. The Camden and Amboy, to which we have already alluded, has recently entered upon a new phase of its existence, being leased to the Pennsylvania Railroad at 10 per cent. on the stock, and freed from all liabilities. The Central Pacific is a most important combination, operating nearly 1,200 miles of road, and having land grants to the extent of 12,000 acres per mile. Its net earnings last year were nearly ten per cent. on its capital stock, and it evidently approaches a position in the front rank of American Railroads, for the regularity and largeness of its dividends, to say nothing of the absolute security of its bonds. The Chicago and Northwestern is a mystery. It is one of the most extensive and best managed corporations any where; the veteran Samuel J. Tilden, whose success in restoring depreciated railroad property has been equal to Com. Vanderbilt's, is connected with its management. The road is 1,223 miles long, besides controlling 500 miles more, and the corporation owns nearly two million acres of public lands. Its bonds are in very good repute among intelligent capitalists, and for many years there has been paid a dividend of from 7 to 10 per cent. per annum on its common and preferred stock; and yet its shares have long been selling below par. During last October the common stock declined to 54—a seven per cent. stock actually brought but little more than fifty cents on the dollar. Why this stock should continue so much below par as it now is, would be difficult to explain. The Chicago, Rock Island and Pacific Railroad formerly paid ten per cent. dividends, but latterly there has been a reduction to eight per cent. Its prosperity seems to rest on such substantial basis as to justify the relatively high value put upon the shares in the stock market. The Hartford and New Haven Railroad has paid for many years thirteen per cent. on its shares, and they command a high premium. The Illinois Central Railroad unites substantial value, great prosperity, good management, and a just estimate of these advantages by the public—circumstances which do not, by any means uniformly go together. Its shares and bonds are alike securities of the most undoubted character. The Lake Shore and Michigan Southern Railroad has achieved a position of reliable value, in the face of much competition. It operates 1,074 miles of road, and has paid dividends regularly for many years. The Michigan Central is a road, whose former experience and present value may be compared with the Lake Shore and Michigan Southern. The Pennsylvania Railroad has become one of the most gigantic corporations in any country, and there is no reason to doubt that its dividends of ten per cent. will be continued. The Philadelphia and Reading Railroad (known as "Reading" in the stock list) has recently entered upon some new enterprises, and declines to register its stock; there is, however, so far as we know, no reason to regard these circumstances in an unfavorable light. Its property is of great value and rapidly appreciating. The Pittsburgh, Fort Wayne and Chicago road is leased at 7 per cent. net, and its shares may be regarded as a sound security. The Union Pacific Road, though so recently built, has, from its location, and other advantages, a secured value.

There are many other ro ds which are doubtless deserving of favorable mention. But our purpose has been to show that most of the great railroads of this country, and especially of the North and West, have gone through such processes of re-organization and consolidation, and have drawn to them such a large and steady employment, that their steady prosperity, and therefore the continuation of dividends upon their shares, may be anticipated with as much certainty as any thing of the sort can be; and that therefore many of them ought to stand higher in the market than they now do.

Other roads, which make litttle or no returns to their stockholders, have bonds upon the market whose value as securities are every where admitted and appreciated; and it is noted as matter for congratulation, that notwithstanding the rapid extension of our railroad system, the many new roads which have been projected, and the vast amount of bonds that have been placed upon the market, default in the payment of interest thereon has been extremely rare.

Canada Southern Railway.

Work upon this great line of railway has so far progressed that the grading is completed over the whole distance except upon the western 40 miles. That is being hurried forward and will soon be finished. It is expected that the whole road will be ironed with at least a single track of steel rails by September 1, and communication will thus be opened between Fort Erie and Trenton. The second line of track will be laid down as rapidly as possible after the first shall have been finished, and the line will then be ready for fast running and for moving a large number of trains with great rapidity. It is expected to run expresses 40 and even 50 miles an hour after the rails shall have become smooth, and the grand idea of the whole project is, of course, despatch between Chicago and New York. The contract for building the bridge across the American channel of the river between Trenton and Grosse Isle has been let to an Eastern firm, and sub-contracts have also been placed for materials, etc. The bridge will be of wood and iron, and will easily be completed by the time of the completion of the road. The passage across the Canadian channel will be by means of a ferry, and it is probable that before the setting in of winter the company will construct a very strong boom across the stream from the Canadian shore to Grosse Isle, placed at a great angle, so as to withstand, if possible, the force of the ice pressing from above. If the boom does not prove effectual then the bridge or tunnel will have to be built, as authorized by the bill reported to the Canadian Parliament. Legislation from Congress would, of course, be required, too.

It is well settled that a branch will be constructed from a point on the Canada Southern to Windsor, and a line is to be built from Trenton to Toledo. From the latter point a new road is soon to be commenced, running to St. Louis. Some of the gentlemen who have taken part in building the Canada Southern are contractors on the St. Louis line. Finally the Chicago and Canada Southern Railroad is already well under way, and will be pushed forward as rapidly as possible. This line will, like the Canada Southern proper, be nearly an air line with easy curves and grades, so that great speed can be attained upon it. It is also estimated that freight can be transported at much lower rates than are usually charged now, and yet the through line prove profitable. The whole enterprise is one of great importance and will constitute a grand trunk line to the East.—*Detroit Tribune.*

Boston and Lowell Railroad.

The receipts from operations of this road for the years ending September 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers....	$473,011 22	$529 863 77
" freight.....	599,024 17	649,019 37
" mails	6,426 20	6,580 53
" expresses.....	18,558 04	20,167 75
	$1,097,019 63	$1,205,631 42
Expenses, viz:		
Repairs of road.....	$146,376 11	$189,986 85
" engines ..	46 613 37	63,388 61
" cars	86,976 45	102,724 40
" bridges...	17,460 54	27,618 68
" depots,etc	50,467 01	33,029 98
Fuel	107,939 48	119,910 55
Freight department and watch.....	82,334 68	91,279 22
Conductors, etc.....	29,408 37	31,975 03
Engine and firemen.	45,165 80	50,716 39
Stationmen	19,279 45	21,369 28
Switch and gatemen.	16,361 27	18 849 18
Office expenses.....	11,371 99	12,936 75
Advertising, etc.....	6,623 75	8,051 43
Gratuities & damages	13,418 44	12 440 99
Taxes and insurance.	76,296 08	59,120 97
Oil and waste.....	17,498 51	18,267 95
Removing ice & snow	2,275 35	1,764 21
Miscellaneous.....	35,023 43	32,214 73
	$810 890 08	$896,645 26
Net receipts....	$286,129 55	$308,986 16
To which add accumulation of interest upon the sinking fund.		24,731 03
Net income.....		$333,717 19
From which deduct—		
Rents, balance account.	$56,225 97	
Interest "	28,850 73	
Int. on scrip, Jan. 1, 1872	10,980 00	
Dividend, 8 per cent...	177,920 00	
Charged trustee sinking fund.....	24,731 03	
		298,707 73
Balance, transferred to contingent fund.....		$35,009 46

The gross earnings are $108,611 79 in excess of last year. This excess has mostly been expended in increasing the equipment and in running additional miles for the accommodation of the business of the road. Besides keeping the rolling stock in repair, and making good all depreciation, there has been purchased or built, and added during the year, to the equipment of the joint roads, three locomotives, seven passenger and baggage cars, and one hundred and twenty-seven freight cars. All of which have been paid for from earnings. The increased tonnage and greater number of miles run have added materially to the cost of operation, but we have been enabled to make the usual dividends, to provide for the increased interest accounts upon investments in the new works, and to carry to the sinking fund and surplus account the accustomed balances. The steady annual increase of receipts would seem to warrant our confident expectations of being able to keep up full dividends and meet the interest upon the expenditures now making and to be

made for permanent improvements and increasing facilities at the Boston terminus.

The treasurer's balance sheet, hereto appended, exhibits a working capital of $4,614,779 07, derived from the following sources:—

Capital stock	$2,679,900 00
Bonds	237,000 00
Notes	884,600 00
Credits to dividend & interest account	112,280 22
Credit to scrip dividend of 1866	366,000 00
Credit to contingent fund	334,998 85
	$4,614,779 07

Invested in—

Road, lands, buildings & equipment	$2,732,666 69
Branch roads	775,462 48
Boston improvements	293,758 99
Working materials	167,595 28
Sinking fund	441,236 23
Cash and accounts	204,059 40
	$4,614,779 07

These investments must be looked upon as representing much more than merely a railroad from Boston to Lowell.

We are obliged to furnish, for a consideration paid, very extensive and costly terminal grounds and buildings for nearly a thousand miles of connecting roads. The amount already charged on the books, to real estate and land damages, and buildings, is nearly two million of dollars. Its actual present value is much greater. As business increases, these lands will all be wanted for the use of the road, and further outlays will have to be made on them. The investments in branch roads amount to three-quarters of a million more. If we deduct from the sum total of the balance sheet the investments above named, and the amount of the sinking fund and other cash accounts, it brings down the actual cost of the road and its equipment to not far from a million dollars, or not exceeding $40,000 per mile.

In carrying out the projected improvements now commenced, and adverted to in this report, more money will be required than is now authorized by the stockholders to be raised. The capital stock now established by vote of the corporation is $3,008,000, on which $291,100 is yet to be paid on assessments not now due. The total amount of capital stock authorized by the Legislature is $3,380,000.

We recommend that, at the annual meeting, the directors be authorized to increase the capital up to the full legal standard as above, and to dispose of the same as wanted for the improvements, in the manner prescribed by law.

We also recommend that authority be further given the directors to issue not exceeding one million dollars of bonds of the corporation, to be disposed of at their discretion, and the proceeds be appropriated as wanted from time to time in paying for new structures, and in retiring, as far as may be practicable or profitable, the notes payable now or hereafter outstanding. Many of these notes were given for property purchased, and, having several years to run, at reasonable interest, cannot be advantageously exchanged at present. Others might well be retired whenever bonds can be used for the purpose. If the matter of issue is left to the discretion of the board of directors, action can be taken by them from time to time, as the interests of the corporation may seem to require.

BOSTON IMPROVEMENTS.

Since the last annual meeting, the commissioners appointed by the court, have passed upon the value of all the property taken for depot purposes between Andover and Nashua streets, except that previously purchased, and in most instances settlements have been made in accordance with their report. It is hoped that the very few claims remaining unadjusted may be settled without further litigation. During the past season the work of removing the dwelling houses and other buildings from the new depot location, has been substantially accomplished. A temporary structure about four hundred feet long and sixty feet wide, has been erected for a train-house, to be used during the construction of the permanent building. The new train-house, five hundred and thirty feet long and one hundred and twenty feet wide, has been put under contract and is now well advanced. It is to be built almost wholly of brick, iron and glass. The foundations are of heavy masonry, on piles driven from thirty to forty feet, and cut off at half tide, so as to be always wet with salt water.

The roof is of wrought iron, in a single span of one hundred and twenty feet, without support, and lighted with glass at the top. It covers four lines of tracks, and two broad platforms of thirty-five feet width each. Plans are also made, and space left, for the future erection, as needed, of two additional side roofs, forty feet wide and five hundred and thirty feet long each, so that the train-house, when finally completed, will cover six lines of tracks, four platforms, and two carriage-ways.

The head-house, which is to stand between the train-house and Causeway streets, is not yet under contract, but is to be let out at an early day. It will contain ample waiting-rooms and other conveniences for passengers, and also the offices of the company. Its proposed extreme outside dimensions are about two hundred feet on Causeway street, by one hundred and thirty feet in depth.

This station, when completed, will, it is believed, be entirely satisfactory to our patrons, whose patience has been sorely tried by the former limited accommodations of the Andover street house, and will, in all respects, be sufficient to meet the wants of the road for many years to come.

THE NEW DEEP-WATER TERMINUS.

On the 17th of February, 1870, this corporation was authorized by the Legislature to construct a branch from its main line, near the Milk Row Station in Somerville, to the Mystic River Railroad, at a point near the crossing of the Boston and Maine and Eastern Railroads in the same town. It was further authorized by the same act "to purchase the Mystic River Railroad, and also to purchase and improve such lands, wharves, and buildings upon the line of said Mystic River Railroad, or near the terminus thereof, as may, from time to time, be deemed necessary to establish a freight and shipping depot near the deep waters of Boston Harbor."

This act was accepted at the last annual meeting; and in accordance with its provisions, a purchase has been consummated, from the Mystic River Corporation, of about thirty acres of land and not less than twenty acres of dockage. In this purchase is included a solid wharf, fronting on Boston Harbor, below all bridges, about eight hundred feet long by four hundred feet wide, and connected on three sides with broad docks.

The property and franchise of the Mystic River Railroad has also been conveyed to this corporation, and a bridge, three-fourths of a mile long, has been constructed from the Charlestown shore to the wharf. It is expected that the railroad now under construction from our main line to this property will be completed in May next. Upon its completion, and the erection of suitable structures upon the wharf, our facilities for the reception and delivery and transportation of water borne freight will not be excelled by those of any road in New England. In this wharf purchase the Nashua and Lowell Railroad hold a joint ownership of 31 per cent.

TARIFFS AND FACILITIES.

During the past year there has been an unusual demand for increased facilities for handling and moving freight, and much dissatisfaction has grown out of the inability of railroads to handle their coal traffic in such manner as to avoid demurrage to vessels. So far as we know, the difficulty in regard to coal has existed on other roads to fully as great an extent as on our own. The large increase of rolling stock which we annually make, has been counterbalanced by strikes at the mines, and other causes, by reason of which the coal has come to us in unmanageable fleets. The dry and cold seasons have also produced a demand for largely increased quantities of fuel. We hope, however, by continued effort, in furnishing more cars and more extended wharf accommodations, to remove this cause of complaint.

TREASURER'S BALANCE SHEET, SEPT. 30, 1871.

Road bed	$453,117 14
Superstructure	367,824 62
Land and land damages	560,047 46
Real estate and buildings	922,049 31
Bridges and culverts	119,557 16
Engineering	47,359 07
Engines	92,801 76
Passenger cars	34,204 75
Merchandise cars	56,338 85
Cash	126,456 33
Notes receivable	4,354 38
Trustee of sinking fund	441,236 23
East Cambridge Flats	72,708 64
Materials charged to Boston and Lowell and Nashua and Lowell Railroads	167,595 28
Suspense account	8,923 69
Lexington and Arlington Railroad	208,945 44
Stoneham Branch Railroad	48,900 00
Improvements in Winchester	6,657 93
Mystic River Quay	198,917 10
Mystic River Railroad	19,311 94
Nashua & Lowell R. R. Corporation	64,325 00
Improvements in Boston	293,758 99
Trustees of Lowell and Lawrence, and Salem and Lowell Railroad Stock	299,388 00
	$4,614,779 07
Capital stock	$2,233,000 00
Bonds of 1853	37,000 00
Bonds of 1864	200,000 00
Notes payable	884,600 00
Unclaimed dividends and coupons	3,792 72
Salem and Lowell Railroad	3,187 50
Scrip dividend of 1866	366,000 00
Contingent fund	334,998 85
Coupons due October 1st	6,000 00
Dividend No. 70, "declared,"	89,320 00
Dividend on scrip	10,980 00
Instalments on new capital stock	446,900 00
	$4,614,779 07

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninshield, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford, Edward W. Codman.

Manager.—GEORGE STARK.

Superintendent.—John B. WINSLOW.

Treasurer.—C. E. A. BARTLETT.

☞ The Philadelpeia *Ledger*, of 27th ult., reports the net anthracite coal tonnage for the week ending on the 18th ult., from all sources at 421,448 tons, and for the year 6,287,475 tons, against 2,063,314 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,224,161 tons. The production of bituminous coal for the week was 57,882 tons, and for the year 803,247 tons, against 690,582 tons to the corresponding time last year—an increase of 1[illegible] 665 tons. The total production of all kinds coal for the week was 470,330 tons, and for the year 7,090,722 tons against 2 743,896 tons to corresponding time last year, showing an increase of 4,346,826 tons.

☞ The Chesapeake and Ohio Railroad is finished two hundred and twenty seven miles from Richmond, Va., to White Sulphur Springs, and on the west end one hundred miles from Huntington to Gauley Bridge; the remaining part of the road, one hundred miles, is now being vigorously pushed through by a force of 5,000 men, and will be completed by October, 1872.

Commerce of New York.

The foreign imports at New York for the month of April, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$18,516,940	$22,863,493
Do. for warehousing....	12,023,501	20,310,346
Free goods.....	2,094,332	3,206,479
Specie and bullion.....	332,888	63,619
Total entered at port...	$32,967,661	$46,443,937
Withdrawn fr. wareh'use	10,029,482	11,136,287

The foreign imports at New York for the four months from January 1, were:

	1871.	1872.
Entered for consumpt'n..	$72,321,008	$82,616,870
Do. for warehousing....	49,400,058	65,371,388
Free goods.....	10,978,476	10,921,755
Specie and bullion.....	3,247,569	637,831
Total entered at port...	$135,947,111	$159,547,844
Withdrawn fr. wareh'se.	44,416,476	46,268,490

The foreign imports at New York for the ten months ending April 30, were:

	1871.	1873.
6 months ending Jan. 1.	$156,339,208	$183,028,276
January.....	28,792,062	35,679,496
February.....	35,491,324	38 206,143
March.....	38,696,064	39,218,268
April.....	32,967,661	46,443,937
Total.....	$292,286 319	$342,576,120
Deduct specie....	7,949,254	2,244,387
Total mdse.....	$284,337,065	$340,331,733

The duties received at New York for ten months ending with April, were:

	1871.	1872.
6 mos. ending Jan. 1.	$67,729,184 75	$74 078,181 75
January.....	12,010,020 67	13,317 086 82
February.....	12,258,147 69	14,710,928 08
March.....	15,305,799 14	14,095,994 24
April.....	12,535,090 06	13,948,999 00
Ten months.....	$119,838,242 31	$130,151,189 89

The exports from New York to foreign ports in the month of April, were:

	1871.	1872.
Domestic produce.....	$17,923,694	$16,118,266
Foreign free goods.....	97,823	64,958
Do. dutiable.....	908,557	906,560
Specie and bullion.....	9,593,029	4,499,518
Total exports	$28,523,103	$21,589,302
Do. exclusive of specie.	18,930,074	17,089,784

The exports from New York to foreign ports for four months from January 1, were:

	1871.	1872.
Domestic produce.....	$75,765,888	$66,647,319
Foreign free goods.....	292,138	544,846
Do. dutiable	2,588,998	3,293,811
Specie and bullion.....	23,334,186	9,726,141
Total exports.....	$101,981,210	$80,212,117
Do. exclusive of specie..	78,647,024	70,485,976

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April, were:

	1871.	1872.
6 months ending Jan. 1.	$107,654,919	$119,604,290
January.....	18,837,876	18,951,004
February.....	18,739,742	17,915,169
March.....	22,139,332	16,530,019
April.....	18,930,074	17,089,784
Total produce.....	$186,301,943	$190,090,266
Add specie.....	64,685,061	32,037,065
Total exports	$250,987,004	$222,127,331

☞ The western extension of the Winona and St. Peter Railroad is to be finished this year to the Big Sioux river, 144 miles from New Ulm.

Pennsylvania Railroad Company.

The aggregate receipts of this company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1870 and 1871, have been as follows:

	1870.	1871.
Pennsylvania R. R. and branches...	$17,531,706 82	$18,719,836 85
Philadelphia & Erie R. R.....	3,144,044 71	3,542,263 73
Pittsb'g, Ft. Wayne & Chicago Railway.....	8,118,595 60	.....
Erie and Pittsburg Railway 10 m'ths	870,859 23	.....
Total gross earnings.....	$29,665,206 36	$22,262,100 58
Deduct expendit's.	23,265,317 51	15,365,697 07
Net earnings.....	$6,399,888 85	$6,896,403 51

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

Earnings:	1870.	1871.
From first class passengers.....	$3,595,371 20	$3,719,264 36
From emigrant passengers.....	162,671 92	156,392 12
From U. S. mail..	146,743 45	147,893 12
From express	310,785 78	362,349 90
From freight.....	12,793,160 47	14,052,304 51
Rent of property .	126,999 08	77,411 79
Miscellaneous.....	395,974 92	204,221 05
Gross earnings....	$17,531,706 82	$18,719,836 85
Expenditures for—		
Conducting transp..	$2,562 084 69	$4,039,751 60
Motive power	3,240,606 69	3,049,027 28
Maintenance of road	3,058,685 78	3,302,286 95
Maintenance of cars	1,186,945 17	1,202,521 74
General expenses...	211,762 82	229,845 77
Total expenses....	$11,260,085 15	$11,823,433 34
Earnings less exp.	$6,271,621 67	$6,896,403 51

The number of miles of single track in use on the road and branches, including sidings, at the close of each year was as follows:

	1870.	1871.
Main Line, including sidings...	889.10	912.70
Branches owned.....	58.20	100.30
" leased	227.10	277.80
Private sidings and branches..	51.60	57.50
Total length in miles.....	1,226.00	1,348.30

The number of locomotives on the road at the commencement of the years 1870 and 1871, was..... 477 482
And at its termination..... 482 514

The mileage of engines in each year, was as follows:

	1870.	1871.
Passenger engine mileage..	2,472,434	2,601,502
Freight " ..	7,358,537	8,879,144
Distributing " ..	354,262	423,671
Total mileage.....	10,185,233	11,904,317

The number of cars on the road at the end of each year was as follows:

	1870.	1871.
Passenger.....	251	255
Baggage, mail and express.....	103	108
Freight and coal.....	7,392	8,232
Other cars (in maintenance department).....	707	810
Individual cars.....	4,786	5,619
Total.....	13,239	15,024

The number and mileage of passengers carried was as follows:

	1870.	1871.
Passengers.....	4,352,769	4,699,985
Miles traveled.....	150,850,087	152,918,042

The tons of freight and the miles each ton was carried, was as follows:

	1870.	1871.
Merchandise.....	2,877,012	3,414,402
Coal	2,550,389	3,161,441
Fuel and other material ..	376,650	524,451
Total (tons).....	5,804,051	7,100,294
Total tonnage moved one mile.....	825,979,682	1,011,892,207

General Account.

The General Account, showing the financial condition of the company December 31, 1870 and 1871, presents the following balances:

	1870.	1871.
Capital stock.....	$33,850,000 00	$41,339,475 00
Funded debt, viz:		
1st mort. 6 per ct. due in 1880	4,972,000 00	4,972,000 00
2d mort. 6 per cent. due in 1875	4,866,840 00	4,866,840 00
General mort. 6 per ct. due in 1910..	15,784,500 00	18,604,500 00
Bonds due State 5 per cent.....	5,924,716 63	5,758,905 40
Mortgages and ground rents....	102,809 32	215,959 32
Short bonds 6 per ct. due in 1871...	1,109,224 00	.....
Total capital and debt	$66,610,089 95	$75,757,679 72
Bills and accounts payable.....	4,962,733 83	11,060,503 33
Contingent fund...	1,000,000 00	2,000,000 00
Balance.....	524,391 91	1,253,886 77
Total debit side...	$73,097,215 97	$90,072,069 82
Cost of road and appurtenances..	$14,247,968 11	$15,237,965 03
Philadelphia and Columbia R. R..	5,375,733 43	5,375,733 43
Equipment.....	6,974,191 22	7,458,101 14
Real estate and telegraph line...	4,726,419 55	5,258,642 55
Extension of road to the Delaware River	2,482,594 69	1,279,718 55
Total.....	$33,806,907 00	$34,610,160 70
Harrisburg & Lancaster Railroad stock.....	829,750 00	808,406 05
Connecting Railway stock.....	1,277,350 00	1,277,350 00
Pennsylvania canal stock.....	1,101,156 00	1,101,156 00
Pennsylvania Company stock.....	.....	6,317,902 55
Stock and bonds upon the line of railway between Pittsburg & Columbus.....	6,808,153 88	.....
Philad'lphia & Erie R. R. stock.....	779,637 26	779,637 26
Bonds and stocks of municipal and other railroad companies.....	13,438,740 03	22,312,885 72
Bills and accounts receivable.....	8,568,549 10	13,030,858 29
Bond and stock in sinking fund ...	2,433,433 35	2,433,433 35
Bonds representing contingent fund.	.....	2,000,000 00
Fuel and materials on hand.....	2,221,146 33	1,794,619 33
Advanced to Philadelphia and Erie R. R.....	225,534 14	627,165 93
Balance in hand of agents and treasurer.....	1,576,858 60	2,978,494 64
Total credit side..	$73,097,215 69	$90,072,069 82

The following summary exhibits the condition of the capital account for the past seventeen years embracing the whole period since the completion of the line:

	Share Capital. $	Bonds and Mortgages. $	Total Amount. $	Cost of Property. $
1855.	12,355,525	7,519,096	19,874,621	18,483,489
1856.	12,646,625	8,516,841	21,163,466	19,048,968
1857.	13,206,625	14,929,940	28,136,565	27,266,981
1858.	13,240,225	14,094,451	29,334,676	27,670,672
1859.	13,349,125	16,469,159	29,818,284	28,484,321
1860.	13,261,960	16,680,804	29,942,764	28,846,442
1861.	13,264,100	16,936,764	20,200,864	29,587,678
1862.	13,274,100	16,696,764	29,970,864	29,888,552
1863.	13,430,250	16,949,124	30,379 374	30,592,298
1864.	19 896,060	16,802 724	36 698,184	31,024,891
1865.	20,000,000	16,750,124	36,750,124	81,809,334
1866.	20,000 000	18,209,040	38,209,040	29,013,854
1867.	21,045,750	19,687,573	40,733,323	29,115,019
1868.	27,040,762	21,266,132	48,306 894	29,661,533
1869.	33,493,112	23.964 912	57,458,024	32,392,867
1870.	33,850,000	32,760,090	66,610,090	33,806 907
1871.	41,339,475	34,418,205	75,757,680	34,610,161

The earnings and expenses of the railroad and dividends for the same years have been as follows:

	Gross Earnings.	Operating & Repairs.	Profits on operations.	Divi-d'ds.
1855.....	$4,270,070	$2,340,738	$1,829,277	6
1856.....	4,720,124	2 814 568	1,905,626	6
1857.....	4,855,659	3,000,743	3,854,826	3½
1858.....	4,185,331	3,021,885	2,163,436	5½
1859.....	5,362,355	2,130,733	2,231,617	6
1860.....	5,932,701	3,636,659	2,296,042	5
1861.....	7,300,001	3,653,063	3,646,938	6
1862.....	10,304.291	5,431,073	4,873,218	8
1863.....	11,891,415	6,780,000	5,111,413	9
1864.....	14,759,058	10,693,944	4,065,114	10
1865.....	17.459,169	13,270,058	4,189,111	10
1866.....	16,583,883	12,790,909	3,792,974	9
1867.....	16,340,156	12,080,299	4,259,857	6
1868.....	17,233,497	11,860,984	5,372 513	8
1869.....	17,250,812	12,203,268	5,047,544	10
1870.....	17,531,707	11,260,085	6,271,622	10
1871.....	18,719,837	11,823,433	6,896,403	10

Stock dividends, May, 1864, 30 per ct.; May, 1867, 5 per ct.; and May 1868, 5 per cent.

The company entered on possession of the Philadelphia and Erie Railroad on the 1st of February, 1862, since which date the earnings and expenses thereof have been as follows:

	Gross Earnings.	Operating & Repairs.	Earn'gs less Expenses.
1862*...	$425,687	$226,647	$199,040
1863....	725,670	336,596	389,074
1864....	1,131,148	838,594	292 554
1865....	2,074,140	1,746,052	328,088
1866....	2,541,052	2,086,975	454.077
1867....	2,333,760	2,010,873	322,887
1868....	2,804,250	2,067,001	737,249
1869....	3,262,705	2,368,209	894,496
1870....	3,144,044	2,577,728	566,316
1871....	3,542,264	2,782,973	759,291

* 11 months.

The officers and directors of the Pennsylvania Railroad Company, for the years 1872 and 1873, are as follows:

President.—J. EDGAR THOMSON.

Directors.—By the Stockholders; J. Edgar Thomson, Josiah Bacon, Wistar Morris, Washington Butcher, George Black, Pittsburgh, Samuel T. Bodine, Joseph B. Myers, Edward C. Knight, John M. Kennedy, John Rice. By the City of Philadelphia; William Anspach, G. Morrison Coates, Alexander M. Fox. By the Board; Thomas A. Scott, Edmund Smith, Herman J. Lombaert, George B. Roberts.

Vice Presidents.—THOMAS A. SCOTT, EDMUND SMITH, H. J. LOMBAERT, GEO. B. ROBERTS.

Treasurer.—THOMAS T. FIRTH.

Secretary.—JOSEPH LESLEY.

Philadelphia and Erie Railroad.

The operations of the Philadelphia and Erie Railroad for the years ending December 31, 1870 and 1871, have been as follows:

Earnings:	1870.	1871.
From freight	$2,459,154 52	$2,800,358 31
" passengers....	606,438 31	607,878 94
" expresses	33,111 95	38,030 10
" mails.....	25,000 00	24,974 16
" incidentals....	20,339 93	71,022 22
	$3,144,044 71	$3,542,263 73
Expenses viz:		
Conducting transp...	$712,179 28	$751,360 36
Motive power.....	736,926 66	741,272 21
Maintenance of way.	867,912 25	995,192 16
Maintenance of cars.	260,710 23	295,148 07
	$2.577,728 42	$2,782,972 80
Net earnings....	$566,316 29	$759,290 93

The Philadelphia and Erie proportion of earnings, being the difference between that charged to operating the road and the gross receipts, amounts to $759,290 93.

Compared with the previous year, the gross earnings of 1871 show an increase of $398,219 02; with an increase in expenses of $205,244 38—making the increase in net earnings $192,974 64. The increase in earnings has been as follows: freight, $341,203 79; passengers, $1,440 63; expresses, $4,918 15; incidentals, $50,682 29; with a decrease in mails of $25 84. The expenses increased as follows: conducting transportation, $39,181 08; motive power, $4,345 55; maintenance of way, $127,279 91; maintenance of cars, $34,437 84—the expenses being 78.2 per cent of the earnings.

The receipts of the Lewisburg, Centre, and Spruce Creek Railroad (included in the gross earnings of the Philadelphia and Erie Railroad) were: from passengers, $6,872 59; freight, $8,402 97—total, $15,275 56.

The expenses in maintenance of way department amount to $995,192 16, or 35.8 per cent. of gross expenses, and are in excess of those of 1870, $127,279 91, the increase being made up by cost of materials used in repairs of track. The following materials have been used during the year in construction and renewals: 8,929 tons iron rails; 1,115 tons steel rails; 217,115 pounds spike; 9,960 chairs; 40,108 stops chairs; 33,591 iron splices; 426 steel do.; 37 wooden do.; 193,162 cross ties; 131 sets switches; and 193 frogs. The extension of sidings has been 47,231 feet, or 8.945 miles.

The length of main line in use is 287.510 miles; sidings, 104.762 miles; private sidings, 13.007 miles—total, 405.279 miles.

The renewals of bridge superstructure for the year amount to 465 lineal feet of Howe truss, 66 feet of stringer bridges, 238 feet arching, and 114 feet of iron girder bridges.

The amount charged to conducting transportation is $751,360 36, an increase of $39,181 08 over that expended in 1870, and equal to 27 per cent. of total expenses. The increase of freight tonnage is 3.10 per cent. over that of 1870. The loaded cars passing Renovo show an increase of 17,752, and at Kane of 16,273 over those moved in 1870. The total tonnage moved one mile was 232,436,609, against 188,673,278 in 1870, an increase of 23.19 per cent. over that of previous year, equivalent to 807,069 tons over the whole length of road. The number of passengers carried one mile was 19,759,982, against 19,162,897 in 1870, an increase of 597,085, equal to 68,728 over the whole road, the total number carried during the year being 684,884. The average distance travelled by each person was 28.85 miles.

The motive power expenses for 1871 were $741,272 21, or 26.7 per cent. of gross expenses, an increase of $4,345 53 over that of previous year. The engine mileage in 1871 was as follows: passenger, 562,946; freight, 1,867,260; distributing, 108,205—total, 2,538,411, against 2,228,683 in 1870, an increase of 309,728, or 13.9 per cent. the cost per mile run was 29.2, against 33.06 cents in 1870. The freight engines show for each mile run 119.85 tons of paying freight to 111.10 tons in 1870. The engines in service number 126. The total average cost per 100 miles run was; for repairs, 7.94; for fuel, 7.32; for stores, 0.76—total, 16.02.

The amount charged to maintenance of cars is $295,148 07, or 10.5 per cent. of gross expenses, and are $34,437 84 in excess of previous year's expenses. The number of cars, on hand December 31, 1871, was: 40 passenger, 7 emigrant, 15 baggage, 5 express, 811 box, 43 cabooses, 100 stock, 1,615 gondola and 70 coal cars, and 307 cars in maintenance of way department—total, 3,014. The General Superintendant in his report says:

Shipments of coal from Robert's Run Mines, on the Danville, Hazleton, and Wilkesbarre Railroad, to points on Philadelphia and Erie Railroad, commenced February 27, 1871.

In August, 1871, the Dunkirk, Warren, and Pittsburgh Railroad was completed from Dunkirk, New York, and a connection was made with Philadelphia and Erie Railroad at Warren.

In September its through business, between the oil regions and the east, was passed over the Philadelphia and Erie Railroad between Warren and Irvington.

The Lewisburg Centre and Spruce Creek Railroad was extended to Mifflinburg, nine and two-tenths miles from Lewisburg, and was opened for business to that point November 1, 1871.

The Danville, Hazleton, and Wilkesbarre Railroad was completed, and road opened to Hazleton December 11, 1871, making a direct connection from the Lehigh coal fields with the Philadelphia and Erie Railroad.

BALANCE SHEET FOR 1871.

Amount of road and shop stock on hand, January 1, 1871.....	$432,907 14
Amount bills during 1871.....	2,278,025 38
Amount pay rolls during 1871.....	1,700,567 92
	$4,411,500 44
Conducting transportation (including amount due Philadelphia and Erie Railroad Comp'y).....	$1,510,651 29
Motive power.....	741,272 21
Maintenance of way.....	995,192 16
Maintenance of cars.....	295,148 07
Individuals and Co,'s (Gen'l Supt's account).....	484,723 02
Road and shop stock on hand, Jan. 1, 1872.....	384,513, 69
	$4,411,500 44

President.—EDWARD F. GAY.

Directors.—Edward F. Gay, J. Edgar Thomson, Wistar Morris, Joseph W. Gaskill, Jacob P. Jones, Josiah Bacon, Saml. T. Bodine, John M. Kennedy, Washington Butcher, Samuel G. Thompson.

Secretary and Treasurer.—GEORGE P. LITTLE.

Gen'l Sup't.—WILLIAM A. BALDWIN.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,710	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756.250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	549,202	9,390,983
1872	634,480	545,487	863,050	951,200	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,092,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,312
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144.023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500.139	539,238	706,603	802.586	746,450	643,058	664,051	728.521	719,698	570.168	505,053	7,654,094
1871	479.573	373,925	499,899	584,540	724,466	728,174	673,696	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	534,115	565,861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	...
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	25
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,600	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	, 1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	...
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'70	3.26	20	4	Central City (Syracuse)....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45⅝
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	...
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	...
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	110	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	74¾
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86⅝
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	63½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City).N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	...
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	71¾
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	22	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	...
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	8 600	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	...
Bklyn City, Hun.Pt.& P.P.:					
1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica:					
1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown:					
1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	...
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	...
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	...
Troy and Lansingburg:					
1st Mortgage.....	85,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	...
Union (Phila.):					
1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	...
Watervliet.					
1st Mortgage.....	130,000	7	J.& J.	1882	—
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	..
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	103½
Worcester:					
1st Mortgage.....	20,000	6	A.&O	1878	...

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 1½
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J. A J.O.	Apl. '72 2½
Camden and Atlantic... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western.100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,964	— & —	.....
Concord..... 50	1,500,000	M. & N.	May '72 5
Concord and Ports.*....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River..... 50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,583	— & —	.....
Cumberland Valley. 50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar. 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug.'70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J. A. J.O.	Apl. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	269,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Scnuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N. Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428,330	A. & O.	Apl. 72 4
New York and Harlem.100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June' 72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport.100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*.100	630,000	J & J.	Jan. '72 5
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 3
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st. & F. Fy. (N.Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J. A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt.100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 100	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 100	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,725,000	6	Jan. & July.	1880	117
.. ..coupon	4,680,000	6	" "	1880	119⅝
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,174,100	6	Jan. & July	1881	117
.. ..coupon	64,147,100	6	" "	1881	119⅝
Loan of Feb. 25, 1862 (5-20s).....registered	35,158,200	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon	243,933,450	6	" "	1882	114
Loan of March 3, 1863.....registered	53,403,550	6	Jan. & July.	1881	117
.. ..coupon	21,596,450	6	" "	1881	119⅞
Loan of March 3, 1864 (5-20s).....registered	2,387,500	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s).....registered	35,211,650	6	May & Nov.	1884	113½
.. .. .. (5-20s).....coupon	39,755,850	6	" "	1884	113½
Loan of March 3, 1865 (5-20s).....registered	40,170,900	6	May & Nov.	1885	113½
.. .. .. (5-20s).....coupon	120,128,350	6	" "	1885	115
.. .. 2d series (5-20s).....registered	63,660,350	6	Jan. & July.	1885	115½
.. .. .. (5-20s).....coupon	164,450,000	6	" "	1885	116½
.. .. 3d series (5-20s).....registered	92,438,050	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	228,535,800	6	" "	1887	117⅛
.. .. 4th series (5-20s).....registered	13,214,500	6	Jan. & July.	1888	117½
.. .. .. (5-20s).....coupon	26,051,300	6	" "	1888	117½
Loan of March 3, 1864, (10-40s)....registered	138,357,750	5	Mar. & Sept.	1904	111⅛
.. .. .. (10-40s).....coupon	56,209,550	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	121,936,350	5	F. M. A. & N.	1881	111⅞
.. .. coupon	78,063,650	5	" "	1881	113
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	13 845,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	117⅝
U. S. Notes and Fractional Currency.....	400,770,521	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	...
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	90
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	58
.. — .. (Aid R. R's).....	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	...
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	100⅞
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100⅝
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	...
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	...
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	67
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	...
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	81½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100⅞
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,923	5	"	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104⅝
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)....	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97⅝
.. —	966,500	5	" "	'91-'98	97⅞
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	.. .
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar.....	1,589,000	7	" "	1876	96½
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt).....	.....	...	.....	.....	93½
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	.. .
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	...
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	99
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	108
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	32½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	20½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	...
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101⅞
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100⅝
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	32
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73
.. —*Funding Bonds	4,069,503	6	" "	"	...
Texas—No legal debt.....	.....	...	.....	.....	73½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	....
.. — .. Certificates	201,000	6	" "	71-'76	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866.....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	...	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	96
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free ... gold	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 .. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N.Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) .. gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) ... gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	..
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870 ... sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	44⅝
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	386,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	98
Brunswick and Albany:						
1st Mort. endorsed by Ga ... gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund ... gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88⅞
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95⅞
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free .. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage ... gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	104
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100⅞
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S.Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100⅞
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95⅞
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42¾ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	96⅞
Peoria & Hannib. R.R. (31¼ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91⅝
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	98
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	86½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104¼
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	'82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	...
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91¾
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71–'84	101
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97½
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. skg f'd Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103¼
2d Mortgage of 1866	804,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	90½
2d Mortgage Consol. skg fund	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	1900	88
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	...
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	86
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	...
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1854, (secd)	1,916,639	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1855	300,000	6	March & Sept.	New York.	1886	....
Sterling (Dacd. & Ottawa R. R.).	150,867	6*	May & Nov.	NY&London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	94
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	94½
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	95½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,200,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	— & —	London.	....	....
Mortgage Bonds	2,076,176	4*	— & —	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	— & —	"	1873	....
Mortgage Bonds	618,066	6*	— & —	"	1876	....
Mortgage Bonds	2,360,333	5½*	— & —	"	1877	....
Mortgage Bonds	301,753	5½*	— & —	"	1878	....
Mortgage Bonds	4 866	5*	— & —	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	96¾
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	89½
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103¾
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	82¾
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104¾
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79¾
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105¾
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¾
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	— & —	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95½
S. Fund Bonds(LS&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m)	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97⅞
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Sheoiecraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Atl.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95⅞
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	99
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)....	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1868	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	...
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.&F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	98½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	84
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	109
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	109
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	97⅞
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	..
1st Mort. (Iowa and Minn. Div.)	3,723,000	7	Jan. & July.	" "	1897	91½
1st Mortgage (Minn. Cent).....	297,000	7	" "	" "	....	...
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	89½
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,254,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,600,000	7	May & Nov.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	— & —	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	81½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	300,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	99
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	94
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	95½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	87
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.).	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	97½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	79
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	86
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (B.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	100¾
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101¾
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	97½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	95
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215 959	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	98½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1881	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	92½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage.....	300,000	7	" "	" "	1880	....
3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.....	158,100	6	" "	" "	1875	82
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79
4th Mortgage.....	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1890	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1879...	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")...	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free...	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	98
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864...	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for$6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	95¾
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,008	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series).....	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	...
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.....	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref....	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage.....	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	81⅞
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93¼
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90¾
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	93
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81¾
2d Mortgage	1,500,000	7	" "	"	1891	31
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	90
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	95¾
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95¾
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan	2,000,000	6	" "	"	1897	93½
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	95½
Convertible Loan	1,496,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	77½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	82½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	77½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96¾
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	98
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1873	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	—	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	—	—	350,000	—	—	—	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	...	...	...	....	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	.....	.....	.....	—	.....	848,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	—	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329,287	—	—	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	—	.....	194,250	20,000	.....	—	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	—	—	550,000	471,200	—	—	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	151
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	...	...	...	....	Baltimore and Potomac.....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	—	...	—	—	Bellville and Southern Illinois....Illinois.	.....	—	—	—	.....	1,100,000	—	—	—	—	.....	.....	—	—	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	7½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	140½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	—	—	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	—	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	—	—	(Operat	ed by Bur	lington &	Mo. River	.)	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	—	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	—	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	...	...	...	....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	—	—	.....	.....	.....	.....	.....	10	100	127
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	—	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	36½
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	—	7,620,000	3,615,000	—	—	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	108½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	—	.....	3,000,000	2,500,000	—	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	20.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	—	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	116½
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	132½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0	(Re-orga	niza. of Ch	n. Peru &	Chic.)'	.....	—	106	....
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	—	....	(Is now	completed	to Danv.)	.....	.....	—	100	....
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	—	—	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	118½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950	.....	35,135,972	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	72½
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Will be	completed	in 1871.)	.....	.....	—	100	....
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	439,304	1,354 451	17,000,000	8,717,742	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	109½
Jun. 30, 1871	270.0	—	8.6	—	....	....	....	....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	—	....	(Will be	completed	in 1871.)	.....	.....	—	100	....
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	—	.....	.....	345,000	500,000	.....	—	—	(Leased	and oper.b	y North M	issouri.)	.....	—	100	....
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	—	75,000	1,404,680	252,529	—	40.0	25,000	.....	.....	24,379	2,096	—	100	....
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	586,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	—	.....	.....	2,000,000	2,000,000	.....	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	—	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	261,277	28,713	—	100	....
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Leased	& oper. by	Kentucky	Central.)	.....	—	100	....
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	....
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio	.....	.....	.....	.....	.....	.....	.....	—	132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	—	100	....
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	—	42.0	.....	.....	.....	152,136	44,851	—	100	....
Jun. 30, 1871	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	—	171.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	23½
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365	390.4	2,509,033	27,294,924	148,875,519	3,328,281	980,044	7	100	92
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio	3,147,934	—	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	7	50	....
Jun. 30, 1871	73.7	—	5.0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	—	76.7	.....	.....	.....	199,157	60,617	—	100	....
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	10	100	91
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	—	.....	.....	13,000,000	24,010,174	.....	—	—	(Leas. &	oper. by Pi	ts.C.&S.L.)	3,293,193	1,107,470	—	100	37½
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	—	100	....
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	.....	109,853	59,819	119.5	.....	.....	.....	.....	.....	10	50	161
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—	.....	.....	350,000	.....	.....	—	—	(Leased	& oper. by	Concord.)	25,000	.....	7	100	115½
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,854	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	10	100	142
Dec. 31, 1870	—	—	—	44.0	....	....	....	....	Connecticut Valley.....Connecticut.	982,000	—	.....	.....	789,251	—	194,752	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.5	1.7	....	—	....	....	....	....	Connecticut Western.....Connecticut.	1,599,393	*	.....	.....	1,419,305	81,000	.....	—	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	—	—	(Oper.	by Phila.	& Trent.)	.....	.....	6	100	....
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	—	(Oper.	by Northe	rn N. H.)	.....	.....	—	50	....
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	—	.....	.....	307,383	100,000	28,606	—	17.9	26,032	424,327	181,476	42,147	15,457	16	50	....
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall .....Pennsylvania.	384,228	*	.....	.....	300,000	.....	.....	—	7.5	12,000	.....	.....	91,984	47,500	—	50	....
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania. Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	....
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	....
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	.....	6,454	27.8	83,000	.....	.....	175,445	82,163	—	100	....
Dec. 31, 1870	47.0	22.0	6.9	—	....	....	....	....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,316	—	—	(Nearly	completed	at date.)	.....	.....	—	100	....
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa	1,018,000	*	.....	.....	258,000	830,000	.....	—	—	(Being c	onstructed	at $26,000	pr.mile.)	.....	—	100	....
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	—	141.4	.....	.....	.....	1,062,406	395.011	—	100	....
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	—	31.8	.....	.....	.....	124,327	15,071	—	100	....
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	—	.....	.....	309,276	701,000	.....	—	—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	....
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300	—	127,515	34,352	1,230,941	882,700	136,476	—	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	....
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1 490,702	—	100	105½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	—	.....	.....	2,500,000	2,500,000	.....	—	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	....
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	....
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,094	*	.....	.....	2,547,350	7,530,048	236,812	—	189.0	690,924	.....	.....	1,421,122	503,223	—	100	....
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	.....	—	.....	.....	.....	.....	.....	—	57.0	(Leased	& oper. by	Mich.Cen.)	.....	.....	3	100	....
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	—	.....	.....	122,000	175,000	.....	—	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	....
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	.....	.....	.....	.....	.....	.....	.....	—	33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	.....	6	100	....
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	—	.....	.....	480,000	.....	.....	—	—	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	....
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi.Iowa.	2,000 000	—	.....	.....	500,000	1,000,000	.....	—	—	(U	nder cons	truction.)	.....	.....	—	100	....
Dec. 31, 1870	54.8	—	2.8	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	....
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,880,000	—	.....	.....	5,000,000	880,000	.....	—	—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	....
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000	—	.....	.....	468,000	273,000	25,000	—	—	(U	nd r cons.	to be comp	leted in 1	71.)	—	50	....
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	—	....	61,964	739,334	827,594	64,735	14,475	6	50	....
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,000	—	.....	.....	89,800	175,000	.....	—	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	....
Dec. 31. 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	.....	.....	392,550	.....	.....	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	—	50	66
Dec 31. 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	—	.....	.....	1,209,200	495,900	.....	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	50	82
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn. & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0	.....	.....	.....	1,278,864	415,816	—	100	....
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	103½
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	28.4	.....	.....	.....	86,920	40,898	—	50	....
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore ¶ .....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	....
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.	122,000	—	.....	.....	100,000	80,000	.....	.....	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	....
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	....
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	—	93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	....
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	.....	.....	.....	500,000	.....	.....	—	—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	....
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	.....	.....	1,000,000	1,620,000	.....	—	—	(Leas. &	oper. by N	. Central.)	165,000	.....	1½	50	....
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	.....	83,536,900	23,398,800	.....	.....	845.5	9,326,379	135,589,109	898,862,718	16,178,462	1,354,601	—	100	64½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	.....	.....	1,090,250	2,577,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	....
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404,792	182,279	223,517	.....	520,700	3,000,000	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,838	—	100	....
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377	142.0	306,838	.....	.....	516,800	166,699	—	100	....
May 31, 1871	90.0	—	3.6	20.0	....	....	....	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....	90.0	(No	returns of	operat'n.)	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1 3	23.6	....	....	....	....	Evansville, Terre Haute & Chi..Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....	31.0	(Com'e	nced oper.	in Jan. 18	71.)	.....	3½	50	....
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	269,450	—	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	....
Oct. 31. 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	90,000	.....	35,800	—	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	.....	—	100	....
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg .....Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	538,088	.....	(10 mos.	1,985,937	252,285	—	100	138½
Dec. 31, 1871	13.0	—	1.0	—	—	—	—	—	Flemington.....New Jersey.	393,731	—	.....	.....	150,011	100,000	143,720	—	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	....
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	502,647	232,010	—	100	....
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	.....	.....	800,000	1,500,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	109.0	—	1.1	—	....	....	....	....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	—	—	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened	for traffic i	n fall of 18	70.)	.....	—	50	....
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	—	.....	.....	80,000	14,000	65,632	—	—	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	100	....
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	—	99,267	—	23.0	69,544	.....	.....	62,912	5,55[illegible]	—	100	....
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	.....	.....	.....	306,600	250,000	.....	—	—	(Rapidl	y approac	hing comp	letion.)	.....	—	100	....
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-org	an. of Buff.	Bay., Braz.	& Colo.)	.....	—	100	....
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson.Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. b	y Receive	r.)	.....	.....	—	100	....
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,235	625,953	.....	232.0	910,753	.....	.....	1,500,098	667,539	8	100	....
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	.....	.....	104,294	226,500	75,500	.....	11.7	31,940	51,186	88,264	30,356	10,050	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$					M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased	and oper. b	yMich'gan	Central.)	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶ .....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146			7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000			428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000			—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,840,225	1,099,667	—	100	40½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased	& oper. by	Pennsylva	nia.)		7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875.644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. &R.I.	4,704,866	*			2,037,939	2,055,500			123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)		—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096			58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*			25,296,880	6,869,500			1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	136
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....			2,750,000	2,750,000			—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)		—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,498	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....			.....	.....			75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034.663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In cour	se of cons	truction.)	.....		—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recent	ly comple	ted.)	.....		—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1370	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased	& oper. by	Chicago &	Alton.)		7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased	& oper. by	Michigan	Central.)		8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*			306,000	400,000			42.0	(Recen	tly comple	ted.)	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840,000			—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....			.....	.....			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....			.....	1,209,000			112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	—	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....			.....	25,000pm			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....			.....	.....			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....			.....	.....			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335,000	2.279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....				1,300,000	1,300,000			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....				3,000,000	1,500,000			—	(Under	constructi	on.)			—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000		1,212,500	500.000			37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	94½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....				4,000,000				—	(Under	constructi	on at $33,0	00 p. m.)		—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49,507	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118¾
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....				6,000,000	5,000,000			—	(No retu	rns -Is ne	ar comple	tion.)	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....				.....	750,000			—	(Under	cons. to be	comp. to P	.Bl. 70 m.	n 1871.)	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000			38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	95½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1.500,000	1,500,000			—	(Under	cons. to be	completed	in 1871.)		—	100	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased	to Chicago	& Alton.)			—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000		.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)		—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St.L. Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	...

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta.....Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick.. .....Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western.....Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin.....Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶ .....Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	100	....
Dec. 31, 1870	22.4	—	4.1	—	...	...	...	....	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	150¼
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham.....Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati.....Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon .....Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶...Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central.....Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1871	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶..Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock.....Arkansas.	.....	*	—	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis.....Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers..New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central.....Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	117½
Dec. 31, 1870	56.5	—	2.9	—	...	...	...	....	Michigan Lake Shore.....Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton.....Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford....New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	.to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	351,883	—	—	—	110,050	225,000	56,350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific .....Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill.....Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.&Re	.....	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul .....Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	57¾
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.&Re	ading.)	.....	7½	50	107
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	106,394	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	...	...	...	....	Minnesota and North Western.....Minn.	.....	.....	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central.....Miss. & Tenn.	.....	*	.....	.....	—	4,657,980	—	—	237.0	(Oper. b	y S. R. R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River.....Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska..Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas..Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*.....Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala.....Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas..Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	...	...	...	....	Morris and Essex .....New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	94¾
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	68,675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	141
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶..Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶...Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶.Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck .....Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley.....Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L	. Coal & N	av. Co.)	.....	10	50	112
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	...	...	...	....	Newark, Somerset and Straitsville..Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton.....Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby.....Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic.Conn.	.....	—	—	—	850,000	2,200,000	—	.....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	...	...	...	....	New Jersey.....New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	—	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	125¼
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern.....New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	27
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line.....New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.¶.L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	...	...	...	....	N. O. Mobile and Texas....Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany.....New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston.....New York.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River.N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	96¾
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem.....New York.	12,214,674	1,600,017	.....	.....	8,000,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	124¾
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland....N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	...	...	...	....	Niles and New Lisbon .....Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,432	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶.....North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas.....La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶.....Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania.....Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	102
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶.....Md. and Penn.	11,080,648	3,016,449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	77
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire ..New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	111
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	...	...	...	....	Northern Pacific.....Minn., Dak. &c.	.....	.....	—	—	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125¼
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain...N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	89
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,522,607	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	46¼
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River.....Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	73¾
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport..Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	113
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	292.6	555,236	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse .....New York.	1,641,313	—	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	8,734,136	—	—	47.6	.....	.....	.....	.....	.....	12	100	114
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,600	—	—	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	116½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*	—	.....	1,811,700	3,000,000	.....	—	106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	.....	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	—	2,000,000	2,000,000	—	—	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	.....	57,200	106,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia	1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	—	.....	220,606	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	—	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	—	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	172½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	120½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	126½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,677,147	929,288	8	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper.byBo	s.&Alb'y.)	.....	27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	134
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Under	constructi	on.)			—	100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170,000	200,000	—	—	26.0	.....	.....	.....	88,144	31,755	—	100	94
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas.&	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	—	.....	650,000	712,173	78,148	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	209.0	.....	.....	.....	1,390,376	580,474	—	100	25
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000	—	—	—	(Under	constructi	on—80 m.i	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	—	—	—	(Leas. &	oper.byCh	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	—	.....	7,250,000	3,250,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	—	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	.....	180,550	100,000	—	—	—	(Leas. &	oper.by W	est Jer.)			6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)			1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.byRe	nsselaer &	Saratog.)		8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.&Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)		—	100	....
Dec. 31, 1870	29 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	—	.....	320,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper.byPh	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna .....Penn.	1,288,539	*			1,269,150	197,000	118,988	—	54.0	202,470	.....	.....	207,264	72,103	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	.....	.....	470,323	159,509	4 100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf.....Alabama.	1,640,000	*			1,000,000	640,000	.....	—	40.0	(Under	constructi	on.)	—	—	— 100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis..Ala.Miss.& T.	1,600,000	*			.....	800,000	—	—	50.0	(Under	constructi	on.)	—	—	— 100	....
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian.....Alabama.	.....	.....		.....	969,052	796,830	—	—	—	(Recent	ly sold un	der foreclo	sure. No	returns.)	— 100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....		.....	8,000,000	11,000,000	—	—	—	(In a bad	condition.	No returns.			— 100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....			869,450	700,000	—	—	28.0	173,491	.....	.....	273,565	101,671	6 50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac..Wisconsin.	2,000,694	*			1,243,000	750,000	—	—	45.5	.....	.....	.....	77,924	11,359	— 100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny.....Penn.	625,500	79,945			157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	— 50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line.....Connecticut.	1,195,800	—		.....	995,800	200,000	.....	—	—	(Leas. &	oper. by N.	York &N.	Haven.)	100,000	10 100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*.....Neb. & Iowa.	4,644,000	*		.....	1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	301,428	111,528	— 100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch.....New Jersey.	439,694	—			438,300	—	—	—	—	(Leas. &	oper. by C	entral of N	ew Jer.)	—	6 100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶ .....South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910	.....	.....	1,485,138	569,043	2 100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama .....Ala.	.....	.....			.....	4,926,000	—	—	—	(Only p	artially in	operati'n.)	.....	.....	— 100	....
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore .....Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	— 100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.) .....New York.	2,617,181	*		.....	1,000,000	2,250,000	—	—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	— 100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central.....New York.	4,500,000	*			3,000,000	1,500,000	—	—	....	61,760	1,083,133	642,124	.....	.....	— 100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids..Iowa.	.....	....			2,500,000	1,500,000	—	—	—	(Under	constructi	on.)	.....	.....	— 100	....
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota .....Minnesota.	32,426 pm	1, ...			.....	20,000 p m	—	—	100.0	.....	.....	.....	267,762	27,677	— 100	....
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific.....California.	.....	.....			.....	.....	.....	.....	....	(Under	constructi	on.)	.....	.....	— 100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific.....Texas.	1,400,000	*			686,100	222,000	209,270	.....	49.0	.....	.....	.....	284,142	166,971	— 100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania.....Penn.	810,000	.....	2,000,000		577,408	651,500	95,000	—	—	(Under	constructi	on.)	.....	.....	— 100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern.....Georgia.	4,081,048	376,726	129,538	.....	3,939,900	699,500	.....	.....	257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10 100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*			751,296	198,370	125,000	—	68.0	.....	.....	.....	68,318	14,502	— 100	....
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern.....Illinois.	.....	.....			.....	15,000 p m	.....	—	—	(Under	cons. to be	finished b	y Dec. 1,		— 100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island .....New York.	376,386	*	569,614	—	700,000	200,000	40,000	.....	13.0	54,834	2,693,648	.....	292,579	72,671	8 100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—		—	448,700	448,700	—	—	—	(Leased	& oper. by	Housat'c.)	—	31,409	7 100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook.....New Hamp.	267,383	—		—	267,300	—	—	634	—	(Leased	& oper. by	Nash.&Lo	well.)	.....	6 100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan.....Nnw Hamp.	1,250,000	—		—	500,000	750,000	—	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	— 100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	—		—	1,200,000	1,000,000	—	—	—	(Under	constructi	on.)	.....	.....	— 50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex.....New Jersey.	517,850	*		—	317,850	200,000	3,874	—	—	.....	.....	.....	95,253	31,251	5 100	....
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'.....New Jersey.	288,200	—		—	92,925	171,000	29,284	—	—	(Leased	& oper. by	W.N.Jer.)	—	—	6 100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.N.Y.	3,707,684	*		.....	1,670,130	1,695,825	13,783	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	— 100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,235	400,000	—	23,557	45,843	11.7	65,346	.....	(10 mos.	102,172	23,651	8 100	111½
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶.....Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	constructi	on.)	—	—	— 53	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis....Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12 100	...
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	—	.....	34.6	190,395	.....	.....	420,623	222,905	— 100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw.....Illinois.	10,806,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	.....	.....	.....	.....	.....	— 100	....
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	— 100	75⅝
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston.....New York.	2,307,907	*	.....	.....	998,061	1,898,000	347,055	—	55.3	174,320	4,631,950	4,521,682	478,263	165,248	— 100	....
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—		—	274,400	—	—	—	—	(Leased	& oper. by	N.Y. Cen.	&H.Riv.)	—	6 100	48⅞
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	—		—	510,000	—	404,069	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	— 53	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*.....Nebraska, &c.	110,812,512	*	.....	.....	36,745,000	74,067,512	.....	.....	1,038.7	.....	74,917,335	71,779,106	7,625,277	2,947,862	— 100	38½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch) ..Kansas.	3,723,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	182,563	.....	— 100	....
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville.....Penn.	1,500,000	*	.....	.....	500,000	1,000,000	—	—	—	(Recen'l	y opened f	or traffic.)	—	.....	— 100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River.....New York.	1,835,315	*	.....	.....	1,666,990	150,000	—	.....	59.0	85,360	3,102,075	1,403,923	250,425	120,360	6 100	....
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley..N. Y.	2,153,905	*	.....	.....	1,900,900	—	.....	—	....	99,975	3,391,815	978,119	208,353	85,890	— 100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley.....New York.	769,287	—		.....	750,000	—	.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8 100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—		.....	2,500,000	—	.....	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	8 100	95½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central.....Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000	.....	.....	185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	— 100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	— 100	83
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	— 100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland.....New Jersey.	1,750,000	*		—	1,000,000	750,000	—	—	—	(Recent	ly complet	ed.)	—	—	— 100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley.....New York.	695,465	—		—	499,600	350,000	—	—	18.5	15,794	100,513	.....	14,411	2,976	— 100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,161	—		—	225,000	85,000	—	—	10.2	19,820	290,410	.....	50,792	18,677	5 100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio .....Virginia.	1,483,012	119,903	.....	.....	1,467,670	86,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	— 100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia.....Penn.	1,320,024	178,583	216,037	.....	684,046	957,500	107,000	—	35.5	204,506	.....	.....	288,566	101,693	— 100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western .....Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10 100	....
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic.....Georgia.	5,000,000	*		—	.....	.....	—	—	—	(Leas.for	20 y'rs at	$25,000 m	onthly.)	3,000,000	— 100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶.....Maryland.	3,000,000	*		—	650,000	1,400,000	—	—	46.0	67,611	1,791,187	.....	137,928	36,133	— 100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina..North Carolina.	.....	*		—	6,500,000	1,400,000	—	—	105.0	.....	.....	.....	112,625	13,200	— 53	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,671,000	—		—	1,022,450	1,800,000	—	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	— 50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey.....New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	48,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10 100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River....New York.	624,464	—		—	526,700	676,300	7,427	—	—	(Under	cons.—Ne	wburg to	Albany.)		— 100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin.....Wisconsin.	5,000,000	*		—	4,000,000	4,000,000	—	—	—	(Under	cons.—ope	n to Meno	menee.)		— 100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro.....North Car.	850,000	—		—	500,000	350,000	—	—	—	(Operat	ed by Wil	& Wel.)			— 100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.N.C.	5,200,000	*		—	1,200,000	4,000,000	—	—	168.0	.....	.....	.....	230,203	121,457	— 100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.N. C. & S. C.	(Late Wi	lming.&	Manch.)		5,000,000	—	—	—	171.0	.....	.....	.....	.....	.....	— 100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶...N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,665	130,021	154,570	181.0	436,316	.....	.....	594,222	250,725	— 100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	—		—	180,000	144,400	102,400	—	—	(Leased	& oper. by	Balt. & O	hio.)	27,000	6 100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter.....Minnesota.	4,754,837	427,100		—	—	4,750,000	—	—	142.0	.....	2,861,440	6,131,860	574,668	109,400	— 100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester .....Maryland.	.....	.....		—	100,000	300,000	—	—	—	(Under	constructi	on.)	—	—	— 100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua ...N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10 100	136½
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4 50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	— 25	....
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by	Lehigh N	—	—	8 50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	.....	.....	.....	107,947	.....	10 100	120
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,735,353	—	—	—	5,847,400	—	—	—	65.5	.....	.....	.....	888,353	585,004	10 100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,562,000	—	—	—	64,000	835,759	689,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	— 50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	1,115,452	—	—	—	1,003,500	110,000	—	—	83.0	.....	.....	.....	220,216	130,187	10 100	87½
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—	108.0	.....	.....	.....	344,308	181,042	— 100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,550	183,076	— 100	50
Dec. 31, 1870	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,569,950	—	.....	—	4,337,950	2,232,000	.....	—	360.0	.....	.....	.....	609,552	142,888	— 50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila.&	Read. Co.)	.....	655,000	— 50	14½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—	45.0	.....	.....	.....	135,162	61,602	— 50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,963	4,203	— 50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,911 300	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsy	lvaia.)	.....	.....	— 50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	80
Catawissa,* pref. and guar.....	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	39
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	84
Chicago and Alton, pref.....	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	93
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred.....	1,822,100	6	6	90
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred.....	8,536,910	7	7	83¾
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,078,224	...	...	61
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred.....	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred.....	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	27
" " 2d pref....	4,051,744	6	...	14¾
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed.....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104¾
Ohio and Mississippi, pref.....	3,500,000	7	7	78½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,700	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	64
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	66
Sandusky and Cincinnati, pref.....	445,586	6	6	36½
Schuylkill Valley,* guar.....	576,600	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,623,350	8	8	....
Morris, preferred.....	1,175,000	10	10	124½
Schuylkill Navigation, pref.....	2,888,997	6	6	30½
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1.....per ton 47 50 @ 53 —
Pig, American, No. 1..... 50 — @ 52 —
Pig, American, No. 2..... 49 — @ 50 —
Pig, American, Forge..... 47 — @ 48 —
Bar, Refined, English and American..... — — @105 —
Bar, Swedes, assorted sizes.....(gold).85 — @100 —
—Store Prices.—
Bar, Swedes..... 125 — @135 —
Bar, Refined, ⅜ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in..... 110 — @ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 & 2¼ to 2¾ rnd. & sq..... 115 — @ — —
Bar, Refined, 1 & 1⅛ by ¼ & 5-16..... 117 50 @ — —
Large Round..... 122 50 @127 50
Scroll..... 122 50 @152 50
Ovals and Half-round..... 127 50 @137 50
Band..... — — @122 50
Horse Shoe..... 120 — @130 —
Rods, ⅜@3-16 inch..... 115 — @155 —
Hoop..... 135 — @177 50
Nail Rod .....per lb. — — @ — 8
Sheet, Russia, as to assortment.....(gold) — — @ — 19
Sheet, Single D. and T. Common ..... — 6¾@ — 7¾
Sheet, Doubles and Trebles, Charcoal..... — 7¾@ — 9
Sheet, Galtanized.....List. 15 per ct.disc.
Rails, English.....(gold).....per ton. 72 — @ 73 —
Rails, American, at Works in Penna..c'y. 82 50 @ 85 —
Anvils, (Eagle).....per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb. — 16½@ — 18½
English Spring (2d and 1st quality)..... — 7½@ — 10½
English Blister (2d and 1st quality)..... — 10½@ — 17½
English Machinery..... — 11½@ — 13½
English German (2d and 1st quality)..... — 10½@ — 12
American Blister..... — — @ — 12
American, Cast, Tool..... — 15 @ — 16
American, Spring..... — 9 @ — 11½
American Machinery ..... — 10 @ — 10
American German..... — — @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb. — — @ 5 75
Cut, 8d. and 9d..... — — @ 6 —
Cut, 6d. and 7d..... — — @ 6 25
Cut, 4d. and 5d..... — — @ 6 50
Cut, 3d..... — — @ 7 25
Cut, 2d and 3d. Fine..... — — @ 8 —
Cut Spikes, all sizes..... — — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d. 6 25 @ 7 75
Clinch, Kegs ..... 7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb. — 21 @ — 33
Copper ..... — — @ — 45
Yellow Metal..... — 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca.....(gold).per lb. — 50 @ — 51
Straits .....(gold). — 38 @ — 39
English.....(gold). — 38 @ — 39

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	13 50 @14 —	15 25 @ 16 50
I. C. Coke.....	12 25 @13 25	14 — @ 15 —
Coke Terne.....	10 50 @10 75	12 — @ 12 50
Charcoal Terne.....	12 25 @13 —	14 — @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..... — 13 @ — —
Crude, 40 @ 47 gravity (in shipping order) — 17 @ — 17½
Refined, Standard White (in ship'g order). — — @ — 23
Refined, S. W. (in jobbing lots)..... — — @ — 24
Refined, S. W. (in tin) ..... — 28½@ — 29
Naptha, Refined, (65 @ 73 gravity)..... — — @ — 18
Residuum.....per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts.....	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots.....	— 29 @— 30
Copper, Chile Pig.....	— 32½@— 33
Copper, American Ingot.....	— 33 @— 33½
Yellow Metal, New Sheathing and Bronze .	— — @— 30
Yellow Metal, Bolts.....	— — @— 32
Yellow Metal, Nails.....	— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Spanish.....(gold) per 100 lb. 6 50 @ 6 62½
German.....(gold) 6 50 @ 6 62½
English .....(gold) 6 62½@ 7 12½
Bar..... — — @ 8 75
Pipe..... — — @10 50
Sheet..... — — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.— — @ 8 —
Liverpool Gas Cannel..... — — @12 —
Liverpool House Cannel..... — — @17 —
Anthracite.....per ton of 2,000 lb. 4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Canton Co.....	93	....	93	....	....	....
Central Pacific 6s.....		103½	...	....	103¾	104
Central of N. Jersey....	109	....	109	108½	....	108⅝
Chicago & Alton.....		....	....	116¾	....	....
.. pref.....		....	....	....	....	....
.. 1 M.....		....	....	....	....	107
.. S. F.....		....	....	....	....	....
.. Inc. bds.....		....	....	....	....	....
Chicago, Burl. & Q.....		....	....	....	....	....
.. 8s, 1883		....	....	....	....	....
Chic. & Northwestern .	75⅝	75⅝	74⅝	74½	74	72½
.. pref.....		94	....	94	....	93
.. 1st M.....101		....	....	101	....	....
.. S. F.....		....	....	....	....	....
.. Consol.....		97	97½	....	....	98
Chic., Rock Isl. & Pac..	111¾	111½	110⅞	110⅞	110⅞	109¾
Chi., R. I. & Pa. 7s,1896		....	104½	104½	....	....
Clev., Col., C. and Ind.....		92½	....	92½	93	92
Clev & Pittsburg guar..	91	91	91½	91½	91	....
.. 2 M.....		....	....	....	....	....
.. 3 M.....		....	97½	....	....	....
.. 4 M.....		....	....	....	....	....
Clev. and Toledo.....		....	..	....	....	....
.. S. F. 7s.....		....	103½	....	....	....
Col., Chi., & Ind. C.....	42	41	40⅝	40	39⅞	37½
.. 1 M.....	90½	90⅝	....	90½	....	90½
.. 2 M.....		....	....	....	....	....
Del. & Hudson Canal ..120		119½	120	....	....	120
Del. Lack. & Western..107½		107	107½	....	....	105½
.. 1 M. 7s.....		....	....	....	....	....
.. 2 M 7s		....	....	....	....	....
Dubuque & Sioux City.....		....	....	....	....	....
Erie Railway.....	70⅝	69⅞	69	68½	66½	64¾
.. pref.....		84	....	84	83¾	83¾
.. 1 M.7s, 1897.....		....	....	....	....	....
.. 2 M. 7s, 1879.....		....	....	....	....	....
.. 3 M. 7s, 1883100		....	....	....	....	100
.. 4 M. 7s, 1880.....		....	....	95	95⅝	94½
.. 5 M. 7s, 1888.....		96	....	95½	....	....
Great Western 2d mort.....		89½	....	....	....	....
Hannibal & St. Joseph..	42½	42½	41⅞	41⅞	41½	40½
.. pref.....	62	62	....	....	....	61
.. 8s, conv.	92	....	....	....	92	....
Hudson River.....		....	....	....	....	....
.. 2 M. S. F.....		....	....	....	....	....
.. 3 M 7s, 1875.....		....	....	....	....	....
Illinois Central	137	136	....	....	....	....
.. bonds		....	....	....	....	....
Lake Shore & Mich.S'th.	95½	95⅝	95	95	95⅝	94½
Lake Shore Div. bonds.	95½	....	....	....	96½	95½
Marietta & Cin. 1st pref.	27½	....	....	....	....	27
.. 2d pref.....		....	....	....	....	....
Michigan Central.....116¾		117	117½	....	....	....
.. S.F. 8s,1882.....		....	....	....	....	....
M. S. and N. I. 1 M. S. F.....		....	....	....	....	....
.. 2 M.....		....	97½	97⅝	....	97⅝
Mariposa Mining Co.....		....	....	....	....	....
.. pref.....		....	3	....	2½	....
Milw. and St. Paul.....	58	57⅞	57½	57½	57½	57⅝
.. pref.....		....	....	78½	79	78½
.. 1st mort.....		95	....	....	....	....
.. 2d mort.....		....	....	....	....	....
.. 8s.....		....	107	....	....	....
.. 7 3-10s con.....		....	....	....	98	....
Missouri 6s.....	96½	96½	96½	....	96½	....
.. H. & St. J. iss		93½	....	....	....	....
Morris and Essex		94¾	94¾	94½	....	94¾
.. 1st mort.....		....	....	....	105	....
.. 2d mort.....		....	....	99½	....	....
New York Central.....		....	....	....	....	....
.. 7s, S.F.1876.....		....	....	....	....	....
.. 6s. S.F. 1883	92½	....	92½	....	....	....
.. 6s, S.F. 1887	94	94	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98⅝	97⅞	97⅞	97½	96⅞
.. certificates.	93½	93½	....	93	93½	92½
N. York and Harlem...128		125½	....	127	124¾	...
.. pref.....		....	....	....	....	....
.. 1 M.7s, 1873.....		....	....	....	....	....
N. Carolina 6s. old.....		....	....	32½	....	....
.. new		....	20	20½	....	20½
Ohio and Miss.....	47⅞	48½	48½	47⅞	47½	46½
.. pref.....		....	....	....	....	....
.. 1st M.....		....	....	....	....	....
Pacific Mail S. S. Co....	78¾	77½	77⅞	73	75½	73¾
Panama 118½		114	116	116	....	114
Phila. and Reading.....		....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	97	97	....	96½	....	....
.. 1 M.....106		....	....	....	....	....
.. 2 M.....102		....	102	....	....	....
.. 3 M.....		....	....	....	....	....
Quicksilver Mining Co..	35¾	30	30½	31	34½	35½
St. L., Alton & T. H.....		....	....	....	....	....
.. pref.....		....	....	....	....	....
.. 1 M.....		99½	....	....	....	....
.. 2 M. pref.....		....	....	....	91	....
.. Income bds.....		81½	82	....	....	....
Tennessee 6s, old.....	73½	73	73	73½	73½	73
.. new.....	73	73	73	73½	....	....
Tol., Wab. & Western..	75¾	75¾	75¾	....	....	75⅝
.. pref.....		....	....	....	....	....
.. 1 M.....		....	98	....	98	....
.. 2 M.....		....	....	....	93½	....
.. Equipment.....		....	....	....	....	86
.. St.Lou. Div.	92	92	....	....	92	....
Union Pacific.....	39¾	40⅝	40⅝	39⅞	39⅞	38½
.. 1st mort...	92¾	92⅞	92½	92¾	93	93
.. L. Gt. 7s...	81⅝	81⅝	81½	81⅝	81½	81
.. Inc. 10s....	87	87	....	87	....	86½
Virginia 6s, old.....		....	....	....	....	....
.. new.....		....	....	....	....	....
.. consol.....		56½	56¾	....	56	....
.. def. cert.....		....	17	17	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	111	111¼	111⅜	111⅞	....	....
U. S. 5s, 10-40s, coup	111¾	111¾	....	112¼	112¼	112½
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	112½	....	....	112⅞	112⅞	113
U. S. 6s, 1881, reg	117	116½	117¼	117¼	....	....
U. S. 6s, 1881, coup	118⅞	....	119½	119¼	119⅝	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113⅝	....	113⅞	....	114	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	113¾	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114½	....	....	....	115	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	115⅛	116	116¼	116½	....	....
U. S. 6s, 5-20s, reg. '67	115½	116	....	116¼	....	....
U. S. 6s, 5-20s, c. 1867	116½	116¾	117⅛	117⅜	....	117⅜
U. S. 6s, 5-20s, reg. '68	116⅜	116½	....	....	....	117½
U. S. 6s, 5-20s, c. '68	116½	116¾	116¾	....	....	117⅛
U. S. 6s, Pac.R.R.issue	117	....	117¼	117¼	....	117⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa preferred	....	45½	....	....	45⅝	....
Camden and Amboy	126¾	126¾	....	....	....	126¾
.. 6s, 1875	98	98	....	....	98	....
.. 6s, 1883	....	91	....	....	91½	....
.. 6s, 1889	....	....	....	....	91½	....
.. mort. 6s, '89	93¾	93¾	....	....	93¾	91½
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	44½	44½	43¾	43¼	43¼	....
.. 6s, 1884	90¾	....	90½	....	....	....
.. Gold L.	95	95	....	....	93½	95½
.. R. R. L.	....	....	....	....	....	....
.. Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59½	59½	59½	59½	59½
.. 6s new coup	....	....	....	99	....	99
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	47	47½	....	47¾	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	53½	53½	53½	....	....
Morris Canal	....	50	50	....	....	....
.. pref.	....	124½	....	....	....	....
North Pennsylvania	50½	50½	....	50¾	51	....
.. 6s, 1880	102	102	....	....	....	....
.. 7s	....	95½	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	38⅝	38½
Oil Creek & Alleg. Riv.	39½	39½	39½	38	38½	38½
.. 7s	79	....	79	....	....	....
Pennsylvania R. R.	57⅞	58	58	57⅞	58	58½
.. 1st M	....	....	101½	....	....	....
.. 2d M	97½	....	....	....	....	....
.. Gen. mort.	94½	....	....	95	....	....
.. ¶ .. reg.	93½	....	93½	....	93¾	....
Penn. State, 6s.1st series	102	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	105½	105½
.. 6s, 3d series	....	....	....	107	....	....
Philadelphia City, 6s	97	97½	98	98½	....	98½
.. new	101⅝	101¾	101¾	101¾	101¾	102
Philad., Germ. & Nor.	....	....	....	....	86½	....
Phila. & Reading	59⅝	60	60	60	60	60
Philadelphia and Erie	....	....	....	....	28⅝	28½
.. 6s	....	....	....	....	....	....
.. 7s	92¾	....	....	92¾	....	92¾
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	79¾	79¾	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	20½	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates .. 47	....	....	....	....	....	....
2d and 3d streets	....	63½	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts. .. 20	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	99½	....	99¾	....	....	100
.. 1886	....	....	101	....	....	....
.. 1890	100¼	100¼	....	....	100⅜	....
.. 1884	....	....	....	....	....	100½
.. 1900	....	....	....	....	....	100½
Balt and Ohio	....	151	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	..
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	98½	....	....	98½	98⅝	....
.. 2d M	89	89½	....	....	....	....
.. 3d M. 8s	....	....	84½	84½	84	....
Northern Central	38¾	....	....	38¾	39	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	87	87½	....	....	....
Pittsb. & Connellsv. 7s	95½	....	95½	95½	95¾	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	57	56¾	....	....	....	....
.. Defer. Certif	....	....	....	....	17½	17
City Passenger R R	25½	25	....	....	....	25

Boston Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th.23.	F 24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	148⅞	....	148¾	148¾	148¼	149
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	141	140¾	....	....	140¾	140¾
Boston and Providence	....	....	....	....	....	151
Boston, Hartford & Erie	8	8	8	....	....	....
.. 7s, new	46½	46	46	44½	44½	44⅞
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	....	133	....	....	....	132¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	142
Eastern	105¾	103½	104½	103½	....	103½
Fitchburg	....	138⅝	138½	....	....	138½
Manchester & Lawr'ce	....	....	....	....	....	150½
Michigan Central	117½	....	117⅝	116½	117½	117¾
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	89	89	....	....	....	89
.. pref	....	....	104¾	....	....	104½
Old Colony & Newport	....	113	....	113	....	113
Ph., Wil. & Baltimore	57⅝	....	57½	....	57½	56¾
Portl'd, Saco & Ports	....	134	....	....	....	....
Union Pacific	39½	41	....	....	....	....
" 6s	....	90½	90⅝	....	....	90⅝
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	84¾	84½	84⅝	....	....	84
Vermont & Canada	....	95½	....	....	....	95½
Vermont & Mass	....	83	....	....	....	....
South Boston (Horse)	....	....	....	....	....	71¾
Cambridge ..	103½	....	....	....	....	103½
Metropolitan ..	71	....	71	....	72	74¾
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	15	....	....	....	....	14½
Franklin ..	....	....	....	....	....	....
National .. 7½	....	....	....	....	....	....
Pewabic ..	....	....	....	....	11½	....
Quincy ..	56½	....	....	....	....	....

London Stock Exchange.

	Closing Prices. May 10.	Closing Prices. May 17.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	73 — 76	74 — 77
Do. do., 2d mort., 1881	60 — 65	62 — 65
Do. Penn., 1st mort., 1877	38½ — 39½	40 — 41
Do. do., 2d mort., 1882	98 —100	99 —101
Do. Consol. 7 per cent. mort. 1890	6 — 7p	88½ — 89½
Detroit and Milwaukee 1st mort. 7s	75 — 77	75 — 77
Do. 2d mort. 8 p. c.	75 — 80	75 — 80
Erie shares 100 dol. all paid	54½ — 55	54 — 54½
Do. sterlg. 6 p. c. convertible bonds	88 — 92	88 — 92
Illinois Central, 6 per cent., 1875	— — —	54 — 55
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	87 — 89	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	96 — 97	96 — 97
Do. $50 shares	50 — 51	— — —
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, June 1, 1872.

Stock Exchange and Money Market.

Money has been more urgently sought after, especially by speculative borrowers, and call loan rates were quoted firmer, ranging from 5@7; while in the discount line, a fair inquiry has been noted for accommodation, with strictly choice to good commercial paper quoted at from 7@9 per cent. per annum. Toward the close, the offerings of funds were again quite liberal, and the advantage was in favor of responsible borrowers. The city banks further strengthened their reserves, while diminishing their liabilities during the week. The U. S. Sub-Treasury reduced both its coin and currency balances materially, particularly its coin reserves.. The U. S. Sub-Treasury office reduced its coin balance about 3⅛ millions and its currency reserve nearly half a million. The city banks contracted their loan and discount average nearly 2⅛ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $4,869,824, and a coin reserve, of $53,892,821.

The city banks, in their latest return, show an increase of $2,801,300 of legal tender notes, $398,800 of specie, and $3,187,200 of deposits, with a reduction of $2,112,500 to their loan and discount averages, of $93,100 in their item of circulation. The city bank exchanges, last week, averaged 117⅜, and thus far, this week, about 121 millions daily. The banks now hold $9,815,675 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,708,600, against $15,380,114 same time last year. The city bank deposits are now $222,454,800 against $238,490,760, week ending May 28, 1871. The legal tender reserve amounts to $51,607,100, against $68,230,418 same time last year. The circulation now stands at $27,545,300 against $31,071,244 same time last year. The loans are now $283,601,100 against $291,441,638 at this date last year.

The coin reserve of the city banks is now about 20¾ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 51⅝ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $493,505, and its coin reserve $3,172,571 as the result of the week's business. The receipts of the office were $4,153,255 in coin, and $4,308,360 in currency; payments, $7,325,826 in coin, and $4,801,865 in currency. The office received $2,571,000 in coin or its equivalent, from customs; and disbursed $2,362,075, of coin interest.

Government revenues have shown a moderate yield, during the week. The excises yielded within the week about 2¼ millions, and thus far since July 1, 1871, $116,098,283. The customs at the port of New York last week were $2,573,954; at the outports, equal to about $825,000 all in coin, or coin certificates.

Gold has been fairly active, and generally quoted stronger as to price, during the week. The speculative and customs demand was good, and the export drain unusually heavy, placing the May export about $4,500,000 ahead of last year, while the April export was $5,000,000 less than last Spring. A considerable part of the May outflow of specie has grown out of the reimbursement of the principal of the public debt of 1862, called in for redemption some months ago, and of which the sum of $16,000,000 was outstanding on the first of the month. This operation, as well as the collection of May interest for foreign account, is now closed up. The specie export on Wednesday was $787,000.

The range of the price during the week has been from 113½@114¼ and the closing quotation on Wednesday was 114⅛ against 113⅞ the preceding Wednesday. The specie outflow, last week, was $4,378,679. The Gold Exchange Bank clearances have averaged about 31½ millions per day during the week.

The cash balances of the Treasury Department on Monday were: Currency, $6,644,270; coin $97,157,152. Certificates were outstanding for $25,510,700.

The customs demand for Gold last week, averaged $423,324 a day; thus far, this week, it has averaged $385,000 a day, or equal to a weekly aggregate of $2,310,000. The arrivals of specie from Europe, Havana and other foreign ports

last week were $43,457, and since Jan. 1, 1872, $684,169, against $3,025,208 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $144,670,479 against $135,585,438 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to May 25, 1872, $74,668,343, against $82,833,144 same time in 1870-'71.

The export drain of specie was $4,378,679 last week, against $1,913,071 same week preceding year. The shipments since July 1, 1871, have been $45,482,732 against $73,653,173 same time in 1870-'71.

Foreign Exchange has been in moderate demand and less buoyant as to price. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with May 28, were to the currency value of $3,702,647.

Government securities have been offering with unusual reserve and have been in more active request, mainly on investment account, at decidedly firmer prices, closing buoyantly.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119¾@119⅞; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114@114⅛; U. S. Five-Twenties of 1864 at 114@114⅛; U. S. Five-Twenties of 1865, 115⅛@115¼; U. S. Five-Twenties of 1865 consolidated, 116¼@116⅜; U. S. Five Twenties of 1867, 117⅜@117½; U. S. Five-Twenties of 1868, 117¼@117½ U. S. Ten-forties at 111¼@111½; U. S. Fives of 1881 (Funding Loan) 112⅞@113⅛; Six per cent. currency bonds, 117¼@117⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 15.	May 22.	May 29.
Consols	93⅛	93¼	93⅝
U. S. 5-20's of 1862..	——	90¼	90½
U. S. 5-20s, 1865	91¼	91¼	91¾
" 1867	93¼	93¼	93¾
" 10-40s	89	89½	89¾
New Fives of 1881...	89½	89⅞	——
Erie.	55¼	——	——

State bonds have been in moderate demand closing irregularly as to price.

A more active investment business has been reported in the better class of Railway Bonds. Few round lots of the older issues have been available to buyers. Prices have been strong and buoyant. The investment inquiry for Central Pacific Sixes has been good at 104⅛@104⅜. Chesapeake and Ohio have been selling to a fair extent at 94 per cent. and accrued interest.

The Northern Pacific Railroad 7-30 Gold bonds are selling readily at par and accured interest in currency. They are issued in denominations of $100 to $1,000 coupon, and $100 to $10,000 registered. They are secured by a first mortgage upon the road and its appurtenances, and also on a land grant which will exceed 23,000 acres to each mile of track, upon the completion of the road—or 500 acres to secure each $1,000 bond—and are receivable at all times at ten per cent. premium, in payment of any lands purchased from the company; the proceeds of the sale of the lands constituting a sinking fund for the redemption of the bonds. By the conversion of U. S. 5-20s into these bonds, holders can realize not only a handsome profit at once, but add about one-third to their annual income.

Railway and Miscellaneous share property, has been quite active, but prices have been unsettled, and toward the close, depressed on the speculative favorites. Pacific Mail, and Erie Railroad Shares fluctuated most widely, under the manipulations of operators for lower values, at the Stock Exchange.

In the Metal line, Ingot Copper has been moderately dealt in on the reduced basis of 33c.@34c. per lb., with sales of 100,000 lbs.; also 500,000 lbs for forward delivery, on private terms. Scotch Pig Iron has been heavy and irregular, influenced by the free arrivals and a moderate demand; sales 600 tons Glengarnock, reported at about $48, with $48@$50 given as the current quotations, and for Eglinton, $47@$47 50; American Pig quiet, but quoted about as before. Of English Rails, 5,000 tons were sold on private terms, and 75 tons old Rails also on private terms. Lead and Spelter dull but steady. Of Zinc, 25 casks Ahasselman sold at 8¾c. per lb. Tin dull, weak and irregular in view of the pending tariff legislation; no dealings of moment reported. Straits quoted nominal at 38¼c.@38c., gold.

General business has been fairly active, with Cotton quoted decidedly stronger, and most kinds of Breadstuffs, Provisions, Wool, Petroleum, Hayseed, Naval Stores and Tobacco closing less buoyantly. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,616,087 bales, against 3,761,108 bales same time in the preceding year; exports 1,841,411 bales against 2,892,482 bales in the previous year; stock at the ports at latest dates, 230,109 bales against 324,853 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at 10@13 cts.; Veals at 5¾@8¾ cts.; Sheep in less request at 6@8¼; Lambs 11@14 cts.; Swine, at 4¾@5 cts. per lb., all live weight. The week's receipts were 7,573 Beeves, 4,830 Veal Calves, 16,970 Sheep and Lambs; and 31,067 Swine.

Foreign goods, have been less freely dealt in, and prices have shown rather less firmness. The week's imports of foreign goods reached the amount of $9,859,023 including $1,916,107 of dry goods

Ocean freights have been more active, and quoted stronger, for Grain, and Provisions, and about steady for most other kinds of produce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 32; Georgia 7s, 89; New York State 7s, B. L. coupon, 109½; Texas 10s, 1876, 84; Louisiana 8s, 1910, 81½; Arkansas 7s, issued to L. R. and Ft. S. R. R., 55; North Carolina 6s, special tax, 14½; Central of New Jersey 1st mort., new, 105; New Jersey Southern R. R., 27; do. 1st mort., 81½; Ohio and Miss. consol., 97½; do. 2d mort., 87; Milwaukee and St. Paul 1st mort. Iowa div., 91¼; St. Louis and Iron Mt. R. R., 100; do. 1st mort., 98; Buffalo and Erie, new; 97½; Cedar Falls and Minnesota 1st mort., 85: East Tenn., Va. and Ga. 1st mort., 94¼; Albany and Susq. R. R., 94; do. 2d mort., 98; Cleveland, Col., Cin. and Ind. 1st mort., 101; Toledo, Wabash and Western consol., 90¾; Gt. Western 1st mort. 1888, 96¾; Galena and Chicago 2d mort., 98; Boston, Hartford and Erie, R. R, 7¾; do. 1st mort., 44⅝; do. guar. bonds, 52; Long Island R. R. 1st mort., 93; Cleveland and Pittsburg consol., 95; New York and New Haven 6s, 99; L., C. and M. 8s, 1st mort., 94; Rensselaer and Saratoga R. R., 107; Adams Exp., 96½; Am. Mer. Union Exp., 78; Wells Fargo Exp., 95; U. S. Exp., 82¾; Western Union Tel., 74⅜; Quicksilver pref., 44½; Consol. Coal of Md., 45⅝; Maryland Coal, 22; Pennsylvania Coal, 217; Brooklyn 6s, W. L., 98; Atlantic Mail S. S. Co., 26; Brunswick City Land, 6½.

Philadelphia.—CatawissaR. R., 18⅛; do. 7s, new, 99; Allegheny Valley 7 3-10s, 96; Lehigh Valley 7s, new, 105½; do. 1st mort. 6s, 99½; Wilmington and Reading 7s, 98⅛; Sunbury and Lewis. 7s, 94¾; Warren and Franklin 1st mort., 91; Pennsylvania and New York Canal 7s, 98¼; Susquehanna Canal 6s, 77½; Pennsylvania Canal, 20; do. 6s, 77½; Morris Canal Boat Loan, 93; Pennsylvania allotments, 57½; Philadelphia and Trenton R. R. 126¾; Nequehoning R. R. 56; Huntingdon and Broad Top Mt. pref., 13; do. 1st mort., 101½; Camden and Atlantic pref., 40; Delaware 6s, 99¾. The latest quotations are: City 6s, 98@98½; do. free of tax, 101⅞@102; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102@102; do. 2d series, 105⅜@105½; do. 3d series, 107@107; Philadelphia and Reading, 60⅜@60⅜; do. mort. 7s, 1893, 104@—; do. mort. 6s, 1880, 96½@96; Camden and Amboy, 126¾@127; do. mort. 6s, 1889, 93¾@94; do. 1883, 91½@92; do. 1889, 91½@91½; Pennsylvania R. R., 58¼@58⅜; do., allotments, 57¼@57½; do. 1st mort., 101⅜@102; do. 2d mort., 97½@98½; do. General mort. coupon, 94¼@95⅛; do. reg., 93½@94½; Little Schuylkill R. R., 47⅜@48; Morris Canal, 50@51; do. pref., 124½@125; do. 6s, 94@95; Susquehanna Canal, 7½@—; do. 6s, 77¼@80; Schuylkill Nav., 7½@8; do. pref., 15⅛@15½; do. 6s 1882, 79¾@80; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 95@—; do. 5s, 58@60; Lehigh Coal and Navigation, 43¼@43⅜; do. 6s, 1884, 91@91; do. R. R. Loan, 93½@94¼; do. Gold Loan, 94¼@95½; North Pennsylvania 50@51; do. 6s, 101¾@102; do., 7s, 95¾@97; do. Chattle 10s, 110@116; Philadelphia and Erie, 28@28½; do. 6s, 89@89⅛; Minehill, 53¾@54; Catawissa, 17½@18½; do. pref., 45¼@45½; Lehigh Valley, 59¼@59½; do. 6s, new coupon, 98¾@99; do. reg., 96@—; do. 7s, 105@—; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 63¾@64; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57½@58½; Hestonville, 20@22½; Union, 76@—; Germantown, 35@38.

Boston.—Vermont Central 1st mort., 81¾; do. 2d mort., 31; Boston and Albany 7s, 1892, 106½; Boston, Clinton and Fitchburg 7s, 1890, 90¼; Eastern R. R. 6s, 1874, 99; Atchison, Topeka and Santa Fe 1st mort. 7s. gold, 81¼; do. Land Grant 7s, 81¼; Connecticut Western 7s, 1900, 88; Chicago, Iowa and Nebraska 7s, 1880, 93: Chicago and Michigan Lake Shore R. R. 8s, 86¼; Burlington and Missouri River R. R., 113; do. Land Grant 7s, 94½; Michigan Central R. R. 8s, 1890,

109; Connecticut and Passumpsic Rivers R. R. pref., 90; do. 6s, 1876, 94; Chicago, Burlington and Quincy 1st mort. 7s, 1890, 100¾; Stanstead, Shefford and Chambly 7s, 82; Ottawa, Oswego and Fox River Valley R. R. 8s, 96½; Rutland pref., 64; do. scrip, 80; Cincinnati, Sandusky and Cleveland, R. R., 23¾; do. 7s, 84; Nashua and Lowell R. R., 141; Eastern (N. H.) R. R., 99¾; Portsmouth, Gt. Falls and Conway R. R., 94; Chelsea Horse R. R., 34½; Little Miami R. R., 50; Cape Cod R. R., 81½; Cary Imp., 12⅞; Waverly Land, 8¾; Boston Water Power Co., 54¼; Brookline Land, 7⅜; Maine 6s, 100; New Hampshire 6s, 1884, 99¼; Cincinnati 7s, 1886, 103¾; Louisville 6s, 1884, 82½; St. Louis 6s, 1887, 89½; Lowell 6s, 1890, 98¾; Albany 6s, 1891, 93; Boston 6s, 1877, currency, 101; Bath 6s, 1891@1892, 88⅞; Brooklyn 7s, W. L., 98; Cambridge 6s, 1876, 99; Fall River 6s, 100; Chicago 7s, W. L., 98; Hartford 6s, 1879, 96½; Charlestown 6s, 1892, 99¾; do. 1891, 98⅞; Portland 6s, 1887, 96½; Allouez Mining Co., 10; Calumet and Hecla, 158; Dawson, Silver, 3¾; International, Silver, 5⅝; Minnesota, 7½; Petherick, 3⅞; Pontiac, 1⅛; Ridge, 11¼; Shuniah, Silver, 9⅝; St. Clair, 1¼.

Baltimore.—Western Maryland 3d mort., guar., reg., 96; Orange, Alexandria and Manassas 7s, 85; Eastern Shore R. R. 1st mort., 55; Richmond and Danville 1st mort., 79; Virginia and Tennessee 1st mort., 95; Northern Central 6s, 1900, gold, 95½; Orange and Alex. 3d mort. 8s, 91; Central Ohio 1st mort., 87; Marietta and Cincinnati R. R. 4; Virginia 6s, old, reg., 40; do. consol. 6s, reg., 51; do coupon, 59⅛; St. Louis 6s, W. L., 102¼; Atlantic Coal, 1; George's Creek Coal, 90. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95⅞@96; Baltimore and Ohio, 149@—; do., pref., 100⅛@—; do., 6s, 1875, 98@—; do., 1880, 96½@—; do., 1885, 96⅛@—; Northern Central 38½@38¾; do. 6s, 1885, 94¼@96; do., 1900, 87½@88½; do., 6s, 1900, gold, 95¼@96; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 98⅜@98½; do., 2d mort., 7s, 89½@89⅝; do., 3d mort., 8s, 83⅝@84; Central Ohio, 33½@35; do., 1st mort., 86½@87; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 96½@97; do., 2d mort. guar., 95@—; do., 3d mort., guar., 96@96½; do. 2d mort. pref., —@77; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78½@79½; Orange and Alexandria 1st mort. 6s, 91@94; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84⅞@85; Virginia and Tennessee 6s, 1st mort., 95@96; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 91@91; Baltimore 6s, 1875, 99¾@100; do., 1884, 99¾@99⅞; do. 1886, 100⅛@100½; do., 1890, 100¼@100¾; do., 1893, exempt, 99½@—; do., 1900, exempt, 99¾@100¼; Memphis City 6s, 55¼@56½; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@104½; City Passenger R. R., 24½@25¼; George's Creek Coal, 85@95.

☞ The Baltimore and Potomac railroad will be completed its entire length and be turned over to the officers of the road by Seabrook, contractor, on the 1st of June.

☞ The first rail on the Lake Ontario Shore Railroad was laid at Oswego on the 28th ult.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH, Bankers,
No. 5 Nassau st., New York.

The **CHESAPEAKE AND OHIO RAILROAD,** connecting tide-water ports with the principal cities of the Western States, is now nearly completed and will soon be in thorough operation as one of the great Trunk lines of the country.

Among the *New York Directors of the Company* are

A. A. Low, Wm. H. Aspinwall,
David Stewart, Jonas G. Clark.
President, C. P. HUNTINGTON.
Trustees for the Bondholders,
Wm. Butler Duncan,
Philo C. Calhoun.

We have for sale on behalf of the Company, the remainder of their **SIX PER CENT. BONDS,** secured by mortgage on the whole railroad line, equipment, franchises, &c., worth $30,000,000. Principal redeemable, in coin, 1899; interest payable also in Gold, May and November. Denominations $1,000, $500, and $100, Coupon or Registered. Price, 94 and accrued interest. Full information furnished on application.

We buy and sell Government Bonds and the Bonds of the Central Pacific Railroad Company, receive deposits, and allow interest on balances, make collections, issue certificates of deposit, and do a general banking business.

FISK & HATCH.

Steeled Wheels.

This novel title is given to railway wheels made by a process which must rank among the great improvements recently made in the working of metals, by W. G. Hamilton, Engineer of the "Ramapo Wheel and Foundry Company," which, after four years of experimental trials, is now brought prominently before the public.

Mr. Hamilton, who is well known to the railway profession through his *Manual of Useful Information to Railway Men*, has worked out the problem of making chilled car-wheels out of non-chilling irons, and at the same time increasing the strength of the mixture above that of the most expensive charcoal irons.

The process consists in part in melting scrap-steel with the ordinary charge of pig-metal in the cupola, by which an increase of strength of from 20 to 50 per cent. is given to the metal.

A. Whitney & Sons the extensive wheel-founders of Philadelphia, have been testing the practical utility and value of the process; they have made some 15,000 wheels during a continuous working in the last three months, and report it a most complete success.

That this process will enable them, by adding to their usual chilling charcoal irons a portion of non-chilling soft charcoal irons or anthracite metal, to produce a car-wheel of greater strength, and at a much less cost than with high-priced chilling charcoal irons alone.

To the railway community the value of this improvement will be understood when it is known that the supply of charcoal irons is yearly diminishing and the cost increasing, and that the steeled metal gives greater security to their rolling stock.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and rust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,
BANKERS,
NO. 11 WALL STREET.

The Duanesburg Railroad.

The Schenectady *Union*, of 22d ult., says: "The track of this road is now laid through the city. That across State street will be laid to-day or to-morrow. The road has been completed a distance of nine miles out from the sand bank, and eighty men are now employed just this side of Duanesburgh Corners, leveling up the track and putting the road in running order. The track will be completed through the city in about two weeks, when it will be ready for the running of trains. Two tracks will be laid through the city as far as the Troy road. A committee of the directors of the road, among whom is Col. Campbell, are now in New York to lease the road to the Delaware and Hudson Canal Company. That company are no doubt anxious to obtain the road and the committee will doubtless complete the transfer of the road to said company before they return."

☞ The directors of the Duanesburg Railroad have leased their road to the Delaware and Hudson Canal Company. The lessees are to supply the motive power and rolling stock, and to receive sixty per cent of the net proceeds of the road.

Journal of Railroad Law.

RAILROAD COMPANIES—AGENCY—RESPONSIBILITY FOR EXTRA SERVICES.

The facts in the recent case of Nichol *vs.* The Grand Trunk Railway, (18 Mich., 170,) are fully and clearly stated in the following opinion by—

GRAVES, J.—In the fall of 1861, Nichol, the defendant in error, was in the service of the company as station agent at Port Huron, and was receiving $60 per month.

While thus engaged, he was requested by two agents of the company, Bailey and Christie, to take charge of the Sarnia station also, and complied.

Neither Bailey nor Christie had or pretended to possess any authority to fix or change the salaries of station agents, and their want of power in this respect was well known to Nichol.

When it was proposed to him to act at Sarnia as well as Port Huron, some conversation took place respcting an enlargement of his salary, but nothing definite was said about it, nor did any one assume to guarantee any change in his compensation.

Under these circumstances, Nichol proceeded to act as agent for Sarnia as well as Port Huron, without any stipulation beforehand for an increase of pay. He continued, however, to agitate the subject of enlarging his salary, and obtained the intercession of Bailey and Christie; and finally the company, in January, 1862, raised his wages $6.66 per month.

After this change of wages and for about ten months, at the end of which time he was discharged by the company, the defendant in error regularly made out and receipted his monthly pay roll, in which he charged the company $66 66 for his months' services at both stations, one half for each, and receipted the same.

After his discharge he sued the company to recover an additional compensation for his ten months' service, and obtained judgment for $596 62, and the company now seek a reversal of that judgment. There are but two points in the case. On the trial, the counsel for Nichol asked the latter, while testifying in his own behalf, what the agent, Christie, said to him about taking the Sarnia Station, which was objected to as calling for hearsay testimony, but the objection was overruled, and this presents the first question.

When this ruling was made, Nichol had testified that Christie, at the time of the conversation referred to, was an officer of the road, but it had not been shown in any way that his agency extended to those affairs to which the talk inquired about, related. Subsequently, it was conclusively established by the testimony of Nichol and Jamison, that Christie had nothing to do with the adjustment of the salaries of station agents. It seems, therefore, that the question was open to the objection made to it, and should have been disallowed.

After the evidence had been given, the Court was requested, by the counsel for the company, to instruct the jury that the testimony failed to make a case of liability against the defendants within the issue, and that the verdict must be for the defendants.

The refusal to give this instruction present the second, and only remaining question in the case.

It appears by the record that all the evidence given on the trial is embodied in the bill of exceptions, and an inspection of that evidence is sufficient to show that there was nothing whatever to prove that an express contract was made with the company for any greater compensation than Nichol received. While there was no testimony tending to prove an express engagement, the evidence it so far from justifying an inference that the company were to pay anything beyond $66 66 per month, actually repels such an inference, and emphatically excludes the idea of an implied contract for additional wages. Being in the service of the company for a fixed compensation, his duties were enlarged and he asked for an increase of pay and obtained it.

He continued at work thereafter until dismissed by the company, and every month stated his demand according to the increased rate, and, on getting the money, receipted the claim.

He may have beguiled himself with an expectation of further compensation, but there was no ground for anything more substantial than an expectation according to this evidence. As there seems to have been no conflicting evidence, nor any dispute as to what actually occurred, and no view which the jury were at liberty to take, could have supported the case of the plaintiff, I think there was error in refusing to charge as requested, and that the judgment should be reversed, with costs.

The other justices concurred.

Augusta and Hartwell Railroad.

At the Annual Meeting of the Stockholders of this Company held at Augusta, Ga., on the 21st ult., the Secretary read the Annual Report of the Directors, as follows:

To the Stockholders of the Augusta and Hartwell Railroad Company.

GENTLEMEN—The Directors respectfully submit their third annual report:

At the time of holding your last annual meeting you were led to believe that negotiations had been successfully closed with an English party to build and equip your road; these hopes, through some reason, failed to be realized. In August last the Board of Directors were called together to act upon a contract made by the Building Committee of this body, with E. Hanford, of New York, for building and equipping this road; and from the recommendations and endorsements of the contractor, we thought by this time at least fifty miles of your road would be in running order. This our last hope has failed, and our enterprise to day is no nearer a success than it was two years ago.

The company at this time is sadly in debt, and which debt is owing almost entirely to its employees, who have suffered during the past eight months from the want of the money justly due them, and it becomes necessary that measures be at once adopted by the stockholders by which their just demands can be settled and the company placed once more in a position to make an effort for its completion.

The people of that portion of the State interested in the success of this enterprise are the proper ones to step forward at this time and make it a success. No railroad enterprise can enlist capitalists unless it presents some basis of its own by which the capitalist can see a return for the money advanced. Your company, unfortunately, has had no such basis to work upon; consequently your directors, in their endeavor to make it a success, have unfortunately been delayed by men whom they were led to believe were capitalists, but were not.

It is often urged as a reason why men could be induced to embark their capital in building this road, that the charter gives the State authority to endorse the bonds of the company to the extent of $15,000 per mile. This is true; but this endorsement can only be had after ten miles of road is completed. The question then to be answered is, where is the money to build that first ten miles to come from? It seems as if such a question should be useless—that the people to be benefited and whose property will be increased in value by its construction should, or rather, ought to be willing to come forward at once, and pledge themselves for its success.

While adjoining States, like Tennessee, Kentucky, Alabama and North Carolina are alive to the great advantage of railroads, it seems that the people of that portion of our State requiring this road are supine and indifferent.

The money required to build the road can readily be furnished by the people upon its proposed route, and with a systematic and proper appeal, we feel they will respond.

Most all the money expended has been furnished by outside parties, who, however anxious for the success of the road, as a means to remunerate them for their advances, have failed to furnish sufficient to pay what work was done under their direction, and the company to-day presents itself to its proprietors as a bankrupt.

Is there any way to remedy this? We answer, yes. And will endeavor to show that by the hearty co-operation of every stockholder it can be made a success, and by the time of your next annual meeting present to the world an enterprise in successful operation, and on the road to an early completion.

From the report of the Chief Engineer and his estimate, we have for data, that the cost of building and equipping 120 miles of the road will not exceed, say $17,500 per mile, amounting to $2,100,000

For which the endorsed bonds for $15,000 per mile will give $1,800,000, which will produce, at 70 per cent... 1,260,000

Leaving for stock subscriptions..... $340,000

This sum is so insignificant in comparison to the benefit to be derived from the success of the road that it seems almost superfluous to add a word.

With that length of road in operation, its earnings will not only meet expenses, but will pay the interest upon its bonds, and contribute towards the completion of the road to Rabun Gap, when it will be the shortest and nearest to an air-line that can be built between the Great Northwest and Atlantic coast. In making these estimates your Directors have endeavored to be safe, rather exceeding what they believe will be its cost than under-estimating.

As was stated in the outset of our report, that if we can present a basis of local subscriptions sufficient to make the building of the road a success, no trouble will be experienced in having the aid of first-class railroad men to assist in its completion.

We, therefore, recommend that a strong local board of directors be selected—men who will be willing to give time and energy to the enterprise and road at once. Not to-morrow, but to-day, put it before the public in a such position that its success will be secured.

The following gentlemen were then elected directors for the ensuing year: John Thompson, John L. Wilkes, John D. Butt, James Hope, Robt. H. May, E. Lockhart, James A. Clarke, Thos. A. Barksdale, N. A. Crawford, Nathan Bussey, James A. Edwards. Subsequently the Board organized by the election of John L. Wilkes, President; James Hope, Treasurer; and Charles R. Abbott, Secretary. The following resolutions were adopted:

WHEREAS, E. Hanford, to whom was awarded a contract for building the Augusta and Hartwell Railroad, having failed to carry out many of the

provisions of said contract, and has signally failed to commence the work as required; therefore,

Resolved, That the stockholders, in their annual meeting convened, do hereby solemnly declare said contract violated, and therefore abrogated.

Resolved, That the Board deem it unnecessary, at this time, to require the services of a financial agent, and that the services of such an officer be discontinued. That the Secretary notify the parties heretofore acting in that capacity of this resolution.

Resolved, That the Secretary be instructed at once to make demand on H. A. Underwood, the late President of the Augusta and Hartwell Rail road, for the immediate return to the company of all papers and other property in his possession.

Resolved, That the Secretary be instructed at once to make demand on E. Wilson, Esq., Cashier American Exchange National Bank of New York, trustee under the contract with E. Hanford, for the return to the company of all papers and other property of the company in his possession.

Louisville, New Albany and Chicago R. R.

To the Bondholders and Stockholders of the Louisville, New Albany and Chicago Railroad Company:

On the first day of December, 1870, the Circuit Court of the United States for the District of Indiana, appointed me "receiver of the property, franchises, rights and credits of the Louisville, New Albany and Chicago Railroad Co." On the day following I took possession of the railroad and other property belonging to said corporation, by virtue of a delivery and surrender made to me by George L. Schuyler, Esq., president of an organization at that time holding control of said railroad and other property.

During the month of December such legal complications and misunderstandings arose as resulted in a disturbance of the possession of the receiver, which continued until the last day of the month, when the receiver was again put in possession of the railroad and other property, by the United States Marshal, under a "writ of assistance," as directed by the court. The undisturbed possession of the receiver dates from this last day.

This report of the operations of the railroad for the year ending December 31, 1871, is submitted to those having an interest in the property.

The annexed statement will show the earnings and the expenditures made in connection with the operation and management of the road during the period named:

Earnings from passenger traffic		$288,271 41
" freight traffic		439 569 87
" mails, express, etc		59,470 31
Total earnings		$787,311 59
Amount of operating expenses		639,140 80
Net earnings for 1871		$148,170 79
From which deduct—		
Amount expended in new work or permanent betterment of the road	$101,477 72	
Amount paid in settlement of old claims and judgments, by order of Court, and for stock killed prior to 1st January, 1871	9,148 91	
		110,626 63
Balance unexpended		$37,544 16

At the close of the year 1870, that portion of the road between Juliett and Lafayette, 130 miles, was in bad condition, and many of the bridges and culverts on the entire length of the road, but more especially on the north division (Maple Grove to Michigan City), were absolutely unsafe to run over.

During the year 67,367 new ties were put into the road at a cost of $19,000, exclusive of cost of labor in putting them in. Twelve hundred tons of new iron (paid for during the year, except about $12,000), have been laid; and one hundred and ten tons of iron were repaired at forges at Michigan City, and relaid upon the road.

Fifteen new bridges were built at a cost of $19,974, and, in addition thereto, $10,650 were expended in the betterment and repairs of other bridge structures.

Two new locomotives for freight service were purchased at a total cost of $21,743 00; and $47,212 79 were expended in rebuilding and repairing locomotives.

Two first-class passenger coaches were built in the company's shops, at a cost of $12,000, and three baggage and mail cars at a cost of $9,000; and $39,269 52 were expended in car repairs and renewals.

A remarkably dry summer and autumn, and a winter which has been without precedent in many years for severity and duration, have contributed, in no small degree, towards making the operating expenses much in excess of what they would have been, had the seasons proved more favorable. Wells and streams that never failed before, failed this year, leaving us short of water at almost every point on the road, while during the cold weather, which came on late in November, wheels and axles have given way in large numbers. But the repairs of cars and locomotives having been prosecuted throughout the year with the utmost energy and thoroughness, we enter upon the present year with our equipment in a far superior condition to what it was in at the opening of the year 1871.

In considering the figures submitted, and judging of the success which has attended the management of the road, it should be borne in mind that more than two hundred miles, out of the two hundred and eighty-eight which constitute its entire length, is ironed with iron which has been long in use, and is badly broken down. How badly, it may be just as well not to particularize. It will be easily understood that the expense of operating is necessarily largely increased in almost every department, by reason of bad iron. I think it is manifest that it would have been wise policy to have put into new iron all the net earnings of the road during the year or two prior to the receivership, instead of dividing the same as dividends. Any management which should withdraw any portion of the earnings of the road, and dispose of the same as dividends, might, in so doing, consult the present advantage of the shareholders, but would certainly disregard the future value of the property.

The present prospects of the road for business are very flattering. The freight receipts for the month of February (just closed), are considerably in excess of those for the same period of last year, with every indication of a continued increase of traffic. It has been the policy of the present management to foster and increase the coal carrying, and with the limited transportation belonging to the company, much success has attended the effort. Fifty new cars for this branch of trade have been purchased and delivered this year, and are about paid for out of the earnings of the road. At this time, when the coal measures of Indiana, by reason of their extent and their peculiar value, are attracting the public attention in so large a degree, and the market for the coal is so rapidly increasing throughout Indiana, Illinois, and Michigan, it is manifestly the true interest of the road to develop and secure as much of the traffic as possible, by giving, as rapidly as needed, the increased facilities required, and by forming with such connecting roads (built or projected), as traverse the coal fields, such traffic contracts as shall secure the desired result. I have traveled in this direction as rapidly as the revenues of the road would permit me to go.

GEO. H. CHAPMAN, *Receiver.*

Indianapolis, March 5, 1872.

☞ The estimated earnings of the Erie Railway for the week ending May 23, 1872, were $439,720; against $374,207 for the corresponding period of 1871—an increase of $65,513. Total earnings since April 1, 1872, $2,889,710—an increase over the same time in 1871 of $566,591.

THE

CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER
No. 10 Wall-St.

Northern Pacific Railroad.

The St. Paul *Pioneer* gives particulars of the negotiations on the part of the Northern Pacific Railroad Company, whereby work on the State Line railroad from Superior ity has been stopped. It says:

The principal features of the pending negotiations are the suspension of the work on the State Line Road, that has been actively progressing during the past winter, under a contract with Capt. J. Starkey, of this city, the Northern Pacific agreeing to build a road from their main line along Rifle's Point, across the entry to St. Louis Bay, thence along the Bay Shore of Superior to the Nemadgi River, the whole to be completed by the 1st day of January, 1873, and locomotives, cars, &c., running thereon: rates of fares and freight to be equal to the same from Duluth, for which the Superior people are to donate to the Northern Pacific an equal amount of lots and lands in and around Superior to the amount of 3,000 acres—turn over the $350,000 of Douglas county bonds to the Northern Pacific, but no interest to be paid on them until eighteen months from the 1st of August next, but to aid in the construction of what may be justly called the Rice's Point and Bay Shore line, they may use some of the bonds not to exceed the rate of $14,000 per mile. The Northern Pacific further agree to finish the State Line Road during the year 1875, and as a part of the above named arrangements the charter of the St. Croix and Superior Railroad is turned over to the Northern Pacific Railroad Company.

Lehigh Coal and Navigation Co.

We gave in our issue of May 18th an abstract of the Report of the President of this Company for the year ending December 31, 1871. The Balance Sheet of the Company in detail, January 1, 1872, is as follows:

Lehigh and Susquehanna R. R. Planes and Branches		$11,988,888 45
Lehigh Navigation and Shipping Pockets		3,000,000 00
Shipping Improvements— Hazardville		27,411 35
Coal Lands— Lehigh Region	$5,000,000 00	
Wyoming Region	3,000,000 00	
		8,000,000 00
Coal Improvements— Lehigh Region	1,026,750 48	
Newport Region	148,174 78	
Sugar Notch	196,666 67	
		1,371,591 93
Landed property and improvem'ts.		968,206 16
Canal equipment		217,211 06
Mining Equipment— Lehigh	$224,440 23	
Newport	74,571 95	
		299,012 18
Supplies on hand		57,529 66
Tools and stock in mines— Lehigh	$151,055 02	
Newport	44,752 19	
		195,807 21
Coal on hand		206,535 21
Contingent fund		949 873 58
Bills receivable	$161,130 93	
Bonds and mortgages.	88,593 81	
Ground & water rents.	175,202 54	
		424,927 28
Cash on hand		235,003 28
Balances due by agents, and rents due the company		21,227 78
Sinking fund under mortgage, 25-year gold loan		547 68
Gold loan of 1897, assumed by C. R. R. Co		2,310,000 00
Debit balances, individual ledger		740,264 77
Suspended debts		5 000 00
Gold loan of 1894 on hand		1,020,000 00
		$32,040,037 58

Capital stock		$8,739,850 00
Loan of 1877 (convertible)	$1,496,879 18	
Loan of 1884	5,566,276 70	
Loan of 1884 (convertible gold)	1,942,000 00	
Loan of 1897 (gold).	4,944,500 00	
Loan of 1897 (railr'd)	2,000,000 00	
Loan of 1881 (Nanticoke)	9,000 00	
Loan of 1911 (consolidated mortg'ge)	100,000 00	
		16,058,655 88
Bills payable	1,911,283 33	
Mauch Chunk drafts unpaid	127,732 34	
		2,039,015 67
Due to individuals		1,172,761 61
Pay rolls for labor in December, charged to the various accounts in 1871, but not payable until January, 1872		89,476 88
Vouchers for supplies purchased in 1871, charged in the various accounts in 1871, but not payable until January, 1872		66,711 26
Unclaimed wages		6,155 26
Dividends, due and unpaid		719 20
Profit and loss		3,755,341 97
Interest due January 1, 1872, and arrears		111,349 85
		$32,040,037 58

At an election held May 7, 1872, the following persons were chosen officers of the company for the ensuing year:

President.—E. W. Clark.

Managers.—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Philip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas.

General Agent.—J. P. Ilsley.

Treasurer.—Solomon Shepherd.

Secretary.—F. Mitchell.

Erie and Niagara Railway.

Last week we announced the re-opening of the Erie and Niagara Railway on the 18th instant, from Fort Erie to Niagara, but from information received to day we are inclined to doubt the correctness of the assertion, so far as that end of the road is concerned running from Clifton westward. It is generally known that quite a contest has been going on between two rival corporations for the possession of this line of road, which resulted in favor of the Canada Southern. But there is yet a bone of contention between it and the Great Western, and that is the branch running from the junction to the depot at Clifton. To make eastern connections the Southern must use this branch, which it finds a difficult matter to accomplish. The claims of the Western, we understand, have been pronounced valid, so that in order to run between Clifton and Niagara, with reasonable claims for patronage, the Southern has yet to make terms with the former, or open a new cut for a mile and a-half. The authorities of the two roads met at Clifton this week to remove the "little unpleasantness," if possible, but it is quite probable that in order to connect with the Erie, which the Southern is very anxious to do, it will be obliged to do that which will involve no small expense and the loss of considerable time, and thus lose the greater part of the summer travel.

At Suspension Bridge the Erie is making extensive improvements. Grounds have been recently purchased, and will be put into immediate use. The new passenger depot will be located on the south side of the road. The cattle yards, which are already commenced, will be contiguous to the offices of the railroad and custom-house officials, which will be a good feature in the estimation of drovers. A building formerly occupied as a schoolhouse is entirely remodelled in offices, in keeping with the other equipments. The Bridge people are not quite so hard on the Erie as they were a year ago; but time and facts usually dispel prejudices.—*Buffalo Commercial.*

Port Royal Railroad.

Our readers will recollect that at the convention of the stockholders of the Georgia Railroad, held last week, the Port Royal Railroad endorsement question was referred back to the Board of Directors with power to act. The first meeting of the Directory since the convention was held in this city yesterday. There was a very full attendance, and great interest felt in the result. The endorsement came up, and a long and elaborate discussion upon it ensued. It finally terminated in the Board passing a resolution to endorse the bonds of the company to the amount of half a million of dollars. When finished, the Georgia Railroad is to control and operate it, and is also to have a controlling interest in the Savannah and Charleston Railroad. This settles the question. The endorsement is all that the Port Royal Company desires; and—knowing now, as they do, that they will have the hearty co-operation of the Georgia Railroad—the success of their line is assured. A large force of hands is now employed on both ends of the line, and additional labor is being rapidly secured. President Millette stated yesterday that forty-eight miles of track have been laid and the cars running that distance. The cars now run to a point twenty-two miles this side of Yemmassee. Ten miles of track have been laid since April 24th, which will give some idea of the rapidity with which operations are being pushed. Passenger trains are running every day and doing a good business. Seven saw mills have been erected on the line, and over 5,000,000 feet of lumber carried to Port Royal since August. It is believed that the road will be open by the 15th of next October.—*Augusta Chronicle, May 22.*

Belvidere Delaware Railroad.

The Norristown (Pa.) *Herald* says that the Pennsylvania Railroad Company having leased the Belvidere Delaware Railroad, extending from Manunka Chunk, N. J., to Trenton, N. J., a distance of 67 miles, have made arrangements for through trains and established a through line between the North and South and West, connecting at Philadelphia for Washington without change of cars, and at the same depot for Pittsburg and the great West, while at Easton connecting with the Morris and Essex, Central of New Jersey, Lehigh Valley, Lehigh and Susquehanna, and at Manunka Chunk with the Delaware, Lackawanna and Western Railroad. Very valuable passenger connections were thus established. But the great value of the Belvidere road is in its coal connections, which enable the Pennsylvania Railroad to tap the Wilkesbarré district. For the last few days the coal shipments of the Lehigh and Susquehanna and Lehigh Valley Railroads have been together about 3,000 cars, and of this nearly one-third goes to the Pennsylvania Railroad at Easton, whence it goes to Philadelphia. These large shipments of coal give the Pennsylvania Railroad an immense advantage, since it can thus drain two districts without suffering from competition. The Belvidere Delaware Railroad also operates, under lease, the Flemington Branch, extending from Lambertville to Flemington, 13 miles—making the whole length of line operated 79 miles. The share capital of the company is $995,800; funded debt, $2,244,500; special loans about $182,338; and floating debt about $1,030,287. No dividends have ever been paid. The cost of road and equipment has been about $3,784,387. The gross earnings in 1871 were $837.

537, and the net $200,414—out of which $140,341 were paid for interest. The net loss in operating the Flemington Branch in that year was $29,111.

Transportation of Goods in Bond.

AN ACT to amend section second, act of August thirtieth, eighteen hundred and fifty-two, in relation to the transportation and exportation of imported goods, wares, and merchandise in bond through certain ports in the State of Texas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That section second of the act of August thirtieth, eighteen hundred and fifty-two, entitled "An act authorizing imported goods, wares, and merchandise, entered and bonded for warehousing in pursuance of law, to be exported by certain routes to ports and places in Mexico," be so amended that imported merchandise, duly entered and bonded at a port of the United States, and withdrawn from warehouse in accordance with existing law, for exportation for San Fernando, Paso del Norte, and Chihuahua, in Mexico, shall pass through Indianola, the port of entry for the district of Saluria, in the State of Texas, under such regulations as the Secretary of the Treasury shall prescribe, as well as through the port of Lavacca, in said district, as required by said section.

Approved April 30, 1872.

☞ The Atchison, Topeka and Santa Fe Railroad is now in operation for 180 miles of main line and 26 miles of branch. It has been built for cash and owes no floating debt. The charter under which it acquires its land grant does not expire until March, 1873, and the Company having decided to complete the road before that time, in order to avoid any question of its rights, have raised by subscription to the stock $3,000,000, bought the iron for the whole line, and will finish the road probably before winter. The earnings of that portion already built, with the sales of the lands, more than meet the interest upon the whole bonded debt, and the road is regarded in Kansas as a strong and popular enterprise, well calculated for success.

☞ The London *Railway Times* of 18th ult. says that according to statements from Wolverhampton the dearth is fast approaching a famine of all iron-making materials, and complaints of non-deliveries were made upon every hand. Even when the highest quotations had been given, the materials could not be got; hence mills are standing for puddled iron, and forges cannot be kept going for want of pig-iron. Even founders are impeded by the scarcity. Excessive prices could not secure in the stipulated time what is wanted. Extensive foreign demands and the short time worked by the men are the causes.

☞ A continuance of the St. Joseph Valley Railroad from South Bend to Plymouth, Ind., has been surveyed. This is the only link wanting to complete a chain of railroad communication leading from the Michigan pineries to Indianapolis, thence to Louisville, Ky., and Nashville, Tenn.

☞ The Pennsylvania Railroad Company has purchased the Western North Carolina Railroad. This purchase gives to the Pennsylvania Railroad the important lines in North Carolina, and the control of all the connecting lines north and south of that State. The Western road extends from Salisbury to Old Fort, 125 miles. This road has cost the State $6,000,000.

☞ The annual meeting of the stockholders of the Peterboro Railroad (otherwise known as the Wilton extension) was held at Nashua, N. H., on the 27th ult., and the following board of directors elected: James Scott, P. Felt, George A. Ramsdell, Solomon Spalding, Gilman Scripture, Josiah C. Graves, and Albert McKean. Albert Smith of Peterboro,' was chosen clerk. The lease of the road to the Nashua and Lowell, executed on the sixth ult., by the directors was ratified. The contract for building the road has been awarded David Cram of Boston.

☞ The Knox and Lincoln Railroad has been graded to the water in Rockland, Me., and proposals are invited for grading, and also the building of a wharf 615 feet long.

☞ The President has signed the bill giving the assent of Congress to the subscription of the District of Columbia to the stock of the Piedmont and Potomac Railroad Company.

☞ Whitehall has completed the contract to bond for the New York and Montreal Railroad from Whitehall to Ticonderoga, running on the west side of the lake.

☞ The railroad from May's Landing to Egg Harbor City, on the Camden and Atlantic railroad, will be completed and the cars running by the first of June.

THE WATSON MANUFACTURING CO.

PATERSON, NEW JERSEY.

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Diagonal Truss Bridges,

OF IRON, WOOD, OR WOOD AND IRON COMBINED, FOR

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Roofs, Turn-Tables, and General Machine Work.

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Francis C. Bowen,

PATENT LAWYER,

No. 7 Warren Street,

NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGMENTS in the U. S. Courts.

Address or call as above.

RAILROAD IRON.

THE UNDERSIGNED HAVE FOR SALE 1,060 tons 30-pound fish pattern rails, now on the way to New Orleans.

PERKINS, LIVINGSTON & POST,
No. 31 New-St., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

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[From the London Builder, Feb. 10, 1872.]

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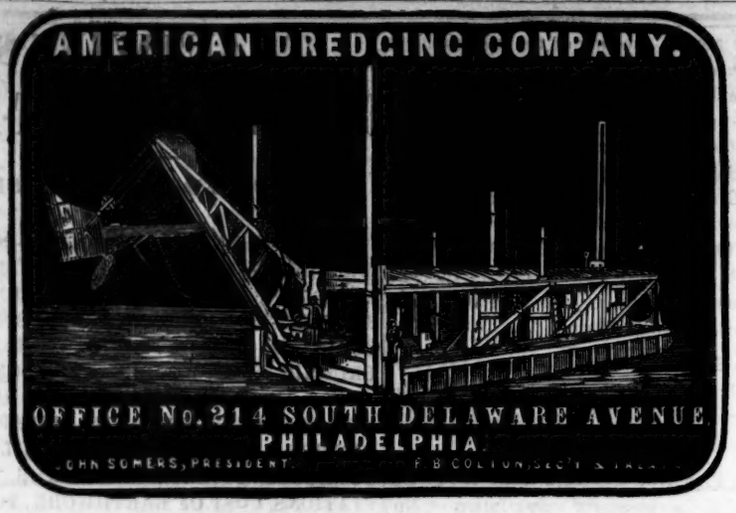

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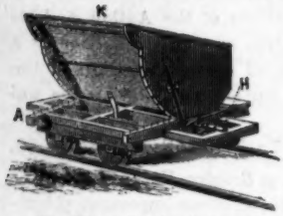

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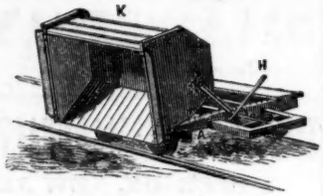

Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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Freight for last-named ports received until 4 P. M. of May 28.

Steamer JAPAM will leave San Francisco, June 1, 1872, for Japan and China.

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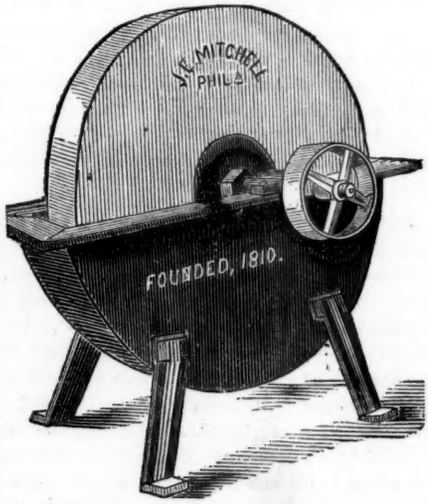

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